
Edelbrock
PERFORMANCE CATALOG
2017
A Complete Line of Quality Performance Engine Products

2017 AUTOMOTIVE PERFORMANCE CATALOG

REGISTERED NAMES & TRADEMARKS

94™, Accu-Drive®, Air-Gap™, Classic Series™, Cycle Flex®, Edelbrock®, Edelbrock Design™, Edelbrock & Design™, Edelbrock Garage™, Edelbrock Total Power Package®, EF USA®, E-Force®, Elite Series™, E-CNC™, E-Series™, E-Street®, E-Street 2®, Endura®, EnduraShine®, LS-R™, Max-Fire Ignition™, Passion For Performance®, Performer®, Performer IAS®, Performer EPS™, Performer X™, Performer RPM®, Performer Series®, ProCharge™, ProClassic™, Pro-Flo®, Pro-Flo XT®, Pro-Flo 2®, Pro-Flo 3®, Pro-Flo Sportsman®, Pro-Port®, Pro-Port Raw™, Pro-Ram II®, Pro-Swivel®, Pro-Tuner®, Quiet-Flo™, QwikData®, Qwik Release™, "R"®, Rollin' Thunder™, RPM Air-Gap®, RPM Series™, RPM XT®, RPM Xtreme®, Russell®, SDT™, Signature Series®, Tarantula®, The Most Respected Name In Performance®, Thunder Series AVS®, Ti-Tech®, Torker®, Torker II®, Tru-Flo™, Tube Seal®, Tunnel Ram®, Ultra-Spark™, Victor®, Victor Series™, Victor X™

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NEW PRODUCTS REFERENCE GUIDE

Carburetors
Performer II Series Carburetor 8
Adjustable Fuel Log for Holley & Demon Carburetors 22

Intake Manifolds
Performer RPM LS3 with Timing Control Module 42
Cross-Ram LS3 with Black Powder Coated Finish 42
Super Victor LS7 43
Super Victor LS-R 43
Victor Chrylser HEMI EFI 57
Chevrolet 15° Waterneck 80
Hose Clamps 80

Gaskets
Chrysler Victor Exhaust Gasket 86

Cylinder Heads
Chevrolet Small-Block Performer 170 91-92
Chevrolet Performer RPM & Victor Jr. LT1/LT4 (Gen V) 95-96
Chrysler Performer RPM Gen 3 HEMI 103-104
Ford Victor Jr. 20° 289-351W 107-108

Timing Chains
Chevrolet LS3 131

Supercharger Kits
2015-16 Chrysler 300, Dodge Charger & Challenger 142-143
2015-16 Dodge Ram Truck 144
201 6-17 Chevrolet Camaro 145-146
2017 Chevrolet Corvette 147-148
2017 Chevrolet Truck & SUV 149-150
2015-17 Ford Mustang 151-152
2015-17 Ford F-150 153
2015-16 Jeep Wrangler 154
Universal System for Chrylser, GM and Ford Engine Swaps 156
2015-16 Ford Mustang Competition Air Intake Kits 160

Electronic Fuel Injection Systems
E-Street 2 EFI Ignition Control Kits 166
Pro-Flo 3 EFI Systems 167-169
Return-Style EFI Fuel Kits 170

Max-Fire Ignition
Universal Spark Plug Wires 179
Engine Specific Spark Plug Wire Reference Chart 180-182

Crate Engines
Chevrolet Performer RPM 383 c.i.d. 460HP 189
Chevrolet RPM 555 c.i.d. Dual-Quad 665HP 191
E-Force Supercharged Ford Coyote 5.0L 785HP 194

Water Pumps
Chevrolet LS2, LS3, LS7, L76 & LSA 196

Engine Dress-Up
Victor Series Chrylser 361-440 Valve Covers 205

Fuel Pumps
Universal Micro Electric Fuel Pumps 219
Rail Mounted EFI Fuel Pressure Regulators 222

Sportswear
Men's Vintage Circle Tee, Six-Deuce Tee & Wrench Performance Tee 226
Men's Scorpion Zip-Up Hoodie & Edelbrock USA Zip-Up Hoodie 226
Men's Weather Resistent Jacket 226
Kid's Wrench Performance Tee 227

TABLE OF CONTENTS













Carburetors

Introduction 7
Performer Series 9
Thunder Series AVS 11
Vintage 94 Series 12
Vintage 94 Series Accessories 13
Calibration Kits 14
Carb Accessories 15
Adapters & Spacers 18
Fuel Filters & More 21
Fuel Line Kits, Fuel Hose Kits & Fuel Distribution Blocks 22
Install Components 22
Q-Jet Accessories 23
Service Parts & Accessories 24

Intake Manifolds

Manifold Selection 25
Manifold Installation Kits 26
Marine & Nitrous 27
AMC & Buick 28
Cadillac & Chevrolet Small-Block 29
Chevrolet Small-Block Street & Race 30
Chevrolet LT1 & LT4 Series 40
Chevrolet LS Series 41
Chevrolet W-Series 44
Chevrolet Big-Block 45
Chevrolet Big-Block Street & Race 48
Chrysler Small-Block 53
Chrysler Small-Block Race & Magnum 54
Chrysler Big-Block 54
Chrysler Big-Block Race & HEMI 57
Ford Flathead 58
Ford Small-Block Street 59
Ford Big-Block & Modular 69
Ford Big-Block Race 71
Honda, Acura & Oldsmobile 73
Oldsmobile & Pontiac 75
Pontiac Street, Race & Rover 77
Manifold Installation Items 78
Manifold Reference Dimensions 81

Gaskets

Introduction, Bulk Pack & Sealants 83
Carburetor & Manifold Gaskets 84
Front Cover, Water Pump, Supercharger Lid Gasket & Application Reference Guide 85

Cylinder Heads

Introduction 87-88
AMC, Jeep, Buick 89-90
Chevrolet Small-Block 91-94
Chevrolet LT & LS Series 95-96
Chevrolet Big-Block 97-100
Chevrolet Duramax 101-102
Chrysler Small-Block 101-102
Chrysler Big-Block 103-104
Ford Flathead 105-106
Ford Small-Block 105-108
Ford Big-Block 109-110
Holden & Oldsmobile 111-112
Pontiac 113-114
Flow Data & Valve Spring Info 115-116
Pro-Port Raw 117-118
Cylinder Head Accessories 119
Valve Springs & Retainers 123

Camshafts

Performer Plus 125
Performer RPM, Torker-Plus & Hydraulic Flat Tappet Lifter Kits 126
Rollin' Thunder 127

Lifter Kits

Hydraulic Roller Camshaft Kits & Hydraulic Roller Lifter Kits 129

Valvetrain & Gear Drives

Lifters, Lifter Installation Kit, Lubricants & Gear Drives 130

Timing Chain Sets & Covers

Timing Chain Sets 131
Timing Covers 132

Power Packages

Performer & E-Street 133
Performer, E-Street & Performer RPM 134
Power Package Top End Kits 135

TABLE OF CONTENTS

Intake Manifold & Carb Kits
Vintage 138
Single-Quad 139
Dual-Quad 140

Supercharger Kits
Introduction 141
Chrysler & Dodge HEMI 143
Dodge Truck 144
Chevrolet Camaro SS 145
Chevrolet Corvette 147
GM Trucks & SUVs 149
Ford Mustang 151
Ford Trucks & SUVs 153
Jeep 154
Scion FR-S, Subaru BRZ & Toyota GT86 155
Universal Systems & E-Rod 156
Chevrolet Small-Block Enforcer 157
Chevrolet LS Enforcer 158
Components & Accessories 159

Electronic Fuel Injection
Introduction 163
Comparison Chart 164
E-Street 2 165
Pro-Flo 3 167
Fuel Kits 170
Pro-Flo XT 169
Throttle Bodies 171
Intake Elbows 173
EFI Manifolds 174
EFI Components 175

Max-Fire Ignition 177

Crate Engines
Introduction 183
E-Street 184
Chevrolet Small-Block 185
LS3 190
Chevrolet Big-Block 191
Ford Small-Block 193
Ford 5.0L 194

Water Pumps
Introduction 195
High-Performance Street 196
Competition 198

Engine Dress-Up
Pro-Flo Air Cleaners 201
Signature Series Valve Covers 202
Elite II Series
Air Cleaners & Valve Covers 203
Racing Series
Air Cleaners & Valve Covers 204
Victor Series
Air Cleaners & Valve Covers 205
Classic Series
Air Cleaners & Valve Covers 206
Pro-Flo Universal Air Filters 207
Replacement Air Filter Element 208
Coil Covers 209

Nitrous Systems
Pre-Assembled Manifolds 210
Plate Systems 210
Direct Port Systems 212
Nitrous Accessories 213
Nitrous Adapters 217

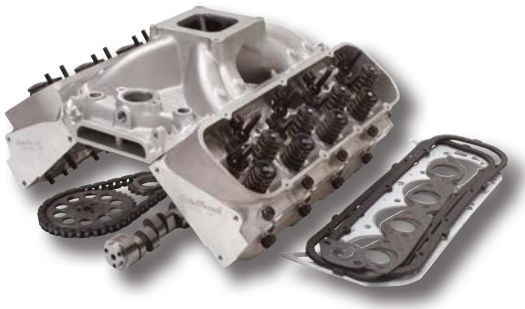
Fuel Pumps & Regulators
Mechanical Fuel Pumps 218
Electric Fuel Pumps 219
Regulators 220
Filters 223

Sportswear
Men's Tees & Tanks 225
Women's Tees, Tanks & Hoodies 227
Men's Jackets & Hoodies 226
Kid's Tees 227
Men's Caps 228
Gifts & Accessories 229

Free Catalogs 231

General Warranty 232

Index 233















RESEARCH & DEVELOPMENT





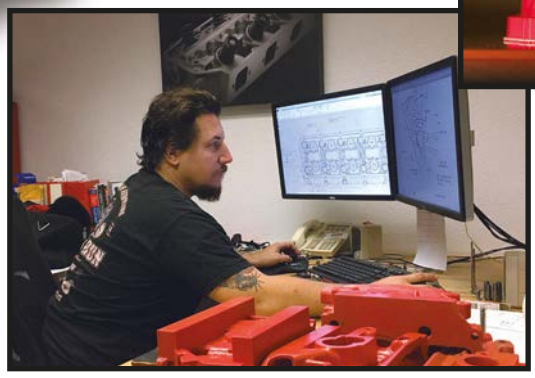
3D rapid prototyping allows our engineers to take a product from idea to reality in a shorter period of time

FROM CONCEPT... TO PERFORMANCE PROVEN PRODUCT

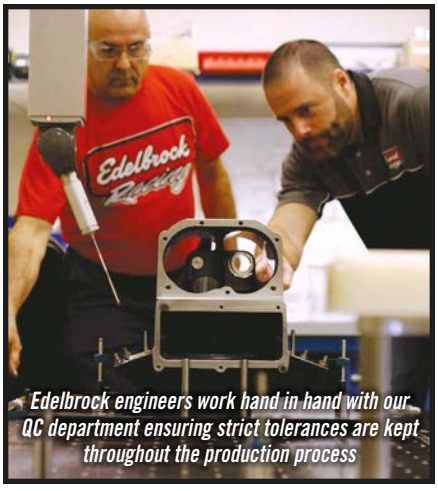
Edelbrock products start with an original thought or idea that then has to be translated into a working model. Our R&D staff is not only well qualified at their respective positions, but they're also automotive enthusiasts.

Why is being an enthusiast so important? Because an enthusiast does more than work in the automotive aftermarket, they live it — and it's at that point where understanding the inner workings of a supercharger, engine or EFI system becomes second nature. They are constantly thinking of new and innovative ways of making a product that works better.

To aid them in bringing their passion to life, Edelbrock engineers have access to the most up-to-date tools such as the Siemens NX10 design suite, Computational Fluid Dynamic (CFD) software and the latest in 3D rapid prototyping. All these technologies combined allow our engineers to take a product from idea to reality in a shorter period of time, ensuring the product performs properly before ever producing a production part.



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



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

TESTING...

When you design and sell the best-engineered performance products in the world, you have to have a rigorous testing program. Why? Without adequate testing, there's no way to stand behind your product with confidence. That's why every product we design and sell at Edelbrock is tested and approved by Edelbrock engineers in a real world environment on state-of-the-art equipment.

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

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

But for real-world tuning and testing, there is no substitute for the real thing. Edelbrock's fleet of test vehicles are driven by Edelbrock engineers and employees to get a "real world" feeling for product improvements as well as product durability.

Our testing doesn't stop there. Professional race car teams and drivers are also a vital part of our performance and durability testing. Working with these talented individuals is just another extension of our research and development process. So when we say "proven performance" we really mean it!

When all testing is completed, the results evaluated, and the part has passed all performance criteria, then, and only then, is the product deemed ready for production. These precise testing procedures are applied to the entire Edelbrock line for performance that's guaranteed.



Testing on our SuperFlow chassis dyno



ALUMINUM CASTING FOUNDRY

In a day and age where we are seeing more products sent overseas to be manufactured, we at Edelbrock see value in the quality of American manufacturing by American workers and we are proud of our casting and machining facilities– all of which are located right here, in the USA.

Quality and performance starts with great engineering and superior workmanship. Our in-house pattern shop starts the process of delivering superior quality castings by creating highly accurate patterns using the latest in traditional techniques, CNC machining and 3D printed pattern technology.





We pride ourselves on quality and efficiency and Edelbrock permanent mold and sand cast aluminum parts take shape in two of the most modern high-tech foundries in the Western United States.

Located in San Jacinto, California, the 185,000-sq/ft. foundry complex is capable of producing over 3,000 finished castings a day.

Our green sand foundry with three automated molding lines, 23 shell core machines, 2 cold set core machines, and a self-contained sand handling system is capable of processing 100 tons of sand per hour and produces some of the finest castings around. Solidification modeling software assists us by simulating the flow of molten metal prior to casting ensuring a higher quality casting. Computer-controlled robotic pouring stations also ensure the molten metal is at the correct temperature and the right amount of aluminum is used each time for outstanding consistency and quality.

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

On site ultra-modern heat-treat and ageing equipment adds further to the self-sufficiency, dedicated manufacturing and quality control of our products.

Here at Edelbrock, not only do we cast and finish our own products with Made in USA quality, but we also cast products for numerous automotive, industrial and agricultural clients.

PRECISION MACHINING AND QUALITY CONTROL

Back in our Torrance California facilities, we use the finest equipment for machining and quality control. With over 70 CNC machines and hundreds of dedicated men and women, the Edelbrock facilities have earned the world recognized ISO 9001:2008 registration for quality. Edelbrock manufactures more types of performance products than any other company and our employees ensure that they are the finest.



All of Edelbrock's core aluminum products, which include superchargers, cylinder heads, water pumps, manifolds and throttle bodies are machined by modern multi-axis machining centers like our two state-of-the-art Makino A81, 24 pallet automated loaders. These remarkable cells are capable of machining a cylinder head or supercharger from start to finish, increasing production while maintaining the high quality and precision you expect.

Coordinate Measuring Machines (CMM) in the Edelbrock Quality Control department check all machined products ensuring the products meet strict tolerances.

We are continually reviewing and updating the equipment in all our manufacturing facilities to ensure that we remain state-of-the-art. These goals have served our customers well for over 78 years and will continue into the future.



Edelbrock Distribution Center in Torrance, CA.

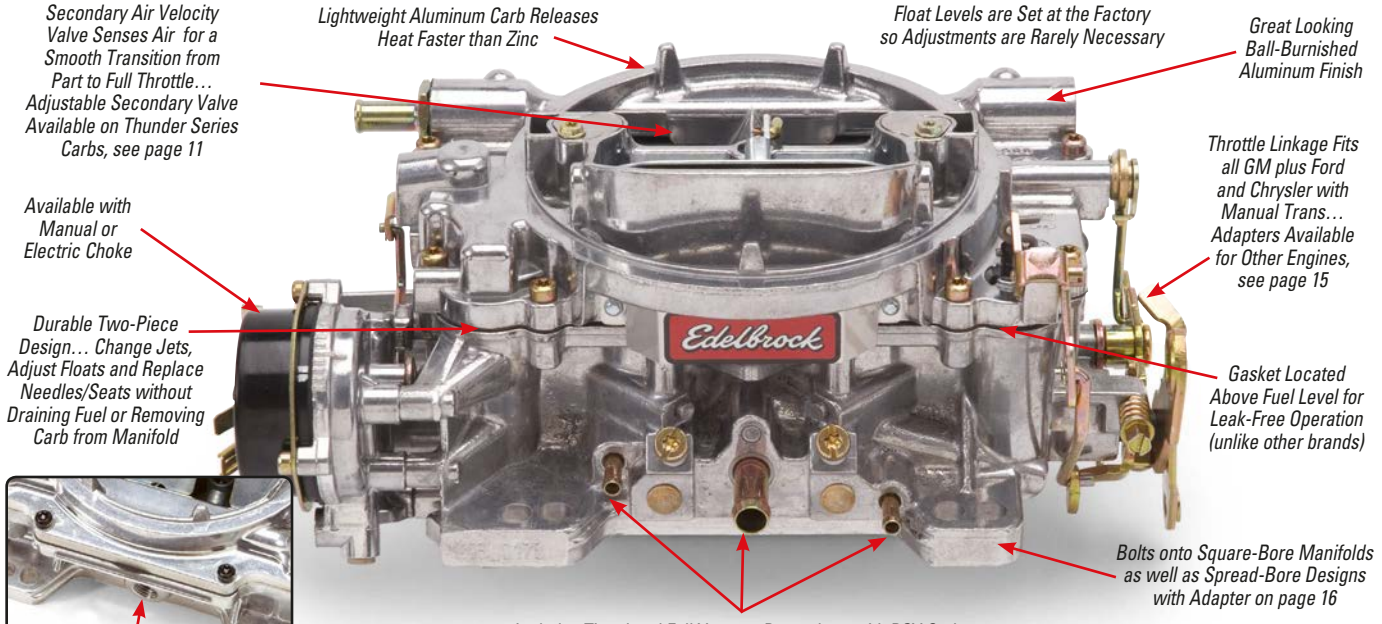
DISTRIBUTION CENTER... QUICK AND EFFICIENT

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

Located in the front 10,000 square feet of the DC, "Vic's Garage" is home to Vic Edelbrock's personal collection of memorabilia, including R&D vehicles, street rods, street machines and race cars from over 78 years in the automotive aftermarket industry.

CARBS INTRODUCTION

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



SELECT EDELBROCK CARBURETORS ARE AVAILABLE IN THESE THREE FINISHES...


Satin Finish


Black Powder Coated Finish



THE BEST "STREET PERFORMANCE" CARBURETORS ON THE MARKET

BOLT ON AND RUN RIGHT OUT-OF-THE-BOX

A precisely tuned, quality-built carburetor should be able to handle the duties of daily driving while delivering **consistent, reliable street performance** from day to day. Several characteristics make our carburetors outstanding street performers. The first one is that they use metering rods to transition between circuits. They are unaffected by engine backfires, which means that there are no power valves to blow out, and the rods can be changed in seconds without carburetor removal or fuel draining. Secondly, they have the unique ability to **"hold a tune"**, so once they're tuned, they stay tuned. What this means to you is that compared to other carburetors, the performance remains consistent and the calibration stays unchanged.

The lightweight all-aluminum body features a two-piece body that resists warping and is compatible with gasohol and blended fuels. The simple tub-type bowls and rear-pivot floats all contribute to a carburetor that's reliable, user-friendly and is easily tuneable for miles and miles of trouble-free operation. Every Edelbrock carburetor is manufactured in the USA and has been specifically designed and tuned by Edelbrock engineers to provide the widest overall torque range.

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

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

MADE IN USA

Edelbrock Carburetors are manufactured in the USA for unsurpassed quality

PART NUMBERS IN RED ARE... NEW



PERFORMER SERIES™

Edelbrock Performer Series carburetors are an ideal replacement for stock or mild street applications. They're calibrated for optimum performance in small-block and some big-block engines that operate in the idle to 5,500 rpm range. Several options are available with calibrations for maximum fuel economy, off-road, to high performance for the street or track. Performer Series carburetors are ideal for passenger cars, trucks, 4x4s and RV's. Match with an Edelbrock Performer, Performer RPM, RPM Air-Gap and Torker intake manifold for the ultimate Edelbrock induction setup. Carburetors are available in 500 cfm, 600 cfm, 750 cfm and 800 cfm. Marine applications are also available that comply with U.S. Coast Guard safety standards. See pages 9-10 for a complete listing.

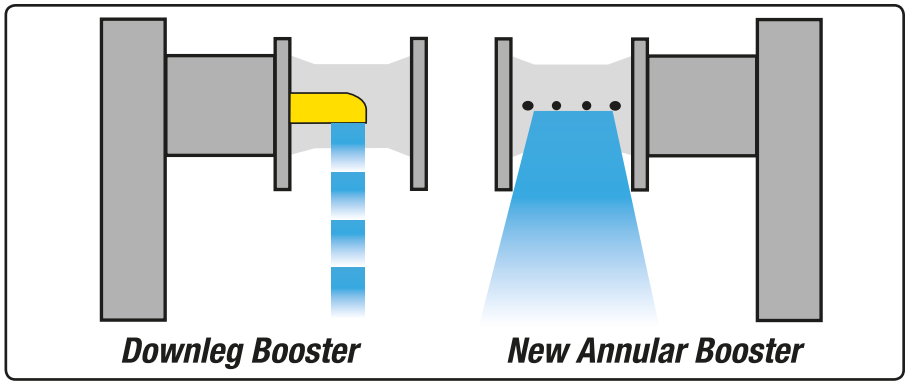


PERFORMER II SERIES™

The all-new Performer II Series carburetor features the latest in updated internals for improved off idle performance. The updated internals include an annular flow booster with internal flow metering. **The annular flow booster design delivers improved fuel atomization to eliminate flat spots that may be encountered when the carburetor transitions from idle to full throttle.** The booster features 8, equally spaced orifices to improve performance in the primaries. The improved flow metering makes this carburetor ideal for use with small-block and big-block engines with either dual- or single-plane intake manifolds. Includes both timed and full vacuum ports for ignition advance. Match with an Edelbrock intake manifold for the ultimate induction upgrade. 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 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

600 cfm, Square-Flange, Electric Choke (non-EGR) ● ..... **#1606**
GM Transmission Cable Adapter ..... **#8026**





Annular Boosters vs. Downleg Boosters

The typical downleg boosters (on the left), are located in the carburetor primaries and simply provide fuel down the center of the venturi. Annular boosters (on the right), feature internal flow metering which improves fuel atomization. The improved fuel flow eliminates flat spots when the carburetor transitions from idle to full throttle. The annular boosters will also improve performance, with potential gains in horsepower and torque.



THUNDER SERIES AVS®



Our unique Qwik-Tune Secondary Air Valve can be easily adjusted with simple tools in seconds!

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 for accurate tuning across the RPM range. All adjustments can be made with simple hand tools while on your vehicle. It's quick. It's simple. It's effective. It can be easily adjusted – in seconds – to suit your application… no extra springs required to achieve optimum performance.** They also feature an optional single or dual fuel inlet allows for total fuel plumbing flexibility. It's features like this that make the Edelbrock Thunder Series AVS carburetors the best you can buy.

THUNDER SERIES AVS® ADJUSTABLE VALVE SECONDARY

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBS PERFORMER SERIES



500 cfm Manual Choke #1404

500 CFM, MANUAL OR ELECTRIC CHOKE

CALIBRATED FOR PERFORMANCE

Designed and calibrated for small cubic-inch engines 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 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

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



600 cfm Electric Choke #1400

600 CFM, MANUAL OR ELECTRIC CHOKE

ELECTRIC CHOKE

CALIBRATED FOR FUEL ECONOMY

Not for computer-controlled engines. Includes timed vacuum ports, EGR and fuel vapor outlet. Comes with the following jets, rods and springs: Metering Jets – Primary .098, Secondary .095; Metering Rods – .073 x .047; Step-Up Spring – orange (5" Hg). Includes carb studs and hardware. EGR adapter #1476 sold separately. For auto trans throttle lever adapters and more, see pages 15 and 16.

600 cfm, Square-Flange, Electric Choke (EGR) ● ..... **#1400**
GM Transmission Cable Adapter ..... **#8026**



600 cfm Manual Choke #14054 with EnduraShine Finish

MANUAL CHOKE

CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. **Electric choke #1478 can be added if needed.** Comes with: Metering Jets – Primary .100, Secondary .095; Metering Rods – .070 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

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

ELECTRIC CHOKE

CALIBRATED FOR FUEL ECONOMY

Designed for small-block and small displacement big-block engines, these carbs are recommended only for stock to Performer level applications. Includes both timed and full vacuum ports for ignition advance. **They are not recommended for use on RPM or Torker II intake manifolds**. Match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Calibrated 2% leaner than #1405. Comes with: Metering Jets – Primary .098, Secondary .095; Metering Rods – .075 x .047; Step-Up Spring – yellow (4" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

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



600 cfm Electric Choke #14064 with EnduraShine Finish

750 CFM, MANUAL CHOKE

CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and big-block engines with Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. Includes both timed and full vacuum ports for ignition advance. **Electric choke #1478 can be added if needed**. Comes with: Metering Jets – Primary .113, Secondary .107; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19.
For auto trans throttle lever adapters and more, see pages 15 and 16.

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



750 cfm Manual Choke #14073

PART NUMBERS IN RED ARE... NEW



750 cfm Electric Choke #1411

750 CFM, ELECTRIC CHOKE (CONTINUED)

CALIBRATED FOR ECONOMY WITH PERFORMANCE

Designed for 402 c.i.d. and larger engines with Edelbrock Performer manifolds or other brands of similar design, these carbs are recommended only for stock to Performer level applications. Provides excellent fuel economy when used on 454 c.i.d. Chevy and 460 c.i.d. Ford with Performer manifold. **They are not recommended for use on RPM or Torker II intake manifolds**. Calibrated 2% leaner than #1407. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .110, Secondary .107; Metering Rods – .075 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

750 cfm, Square-Flange, Electric Choke (non-EGR) ● ..... **#1411**

GM Transmission Cable Adapter ..... **#8026**



EPS 800 Manual Choke #1412

EPS 800, MANUAL OR ELECTRIC CHOKE

CALIBRATED FOR PERFORMANCE

Designed and calibrated for maximum street performance with most Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. **Dyno tests proved that the EPS 800 carb outperformed a Holley #3310 carb out-of-the-box by 26 ft-lbs of torque and 22 hp** on a small-block Chevy engine equipped with an Edelbrock Performer RPM power package. Features include a high-capacity accelerator pump and an improved primary and secondary cluster design. EPS 800 has the same superior features as the rest of the Performer Series line such as out-of-the-box performance and 2-piece design. Comes with: Metering Jets – Primary .113, Secondary .101; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19.
For auto trans throttle lever adapters and more, see pages 15 and 16.

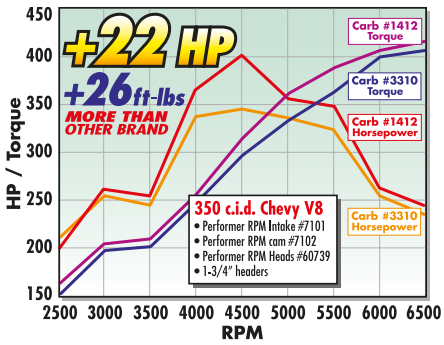
800 cfm, Square-Bore, Manual Choke (non-EGR) ● ..... **#1412**

800 cfm, Square-Bore, Electric Choke (non-EGR) ● ..... **#1413**

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

GM Transmission Cable Adapter ..... **#8026**

Dyno tests: Edelbrock #1412 vs. Holley #3310



Edelbrock Carburetors are manufactured in the USA for unsurpassed quality

MARINE CARBURETORS

For use in marine applications, these **Edelbrock carbs comply with U.S. Coast Guard safety standards**. Cast surfaces are iridited 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 19.



600 cfm Marine, Electric Choke #1409

600 CFM, ELECTRIC CHOKE

CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum marine performance in small-block V8 engines with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Also ideal for Chevy 4.3L V6 engines with a Performer manifold (page 30) and Calibration Kit #1485. Comes with: Metering Jets – Primary .098, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – orange (5" Hg).

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



750 cfm Marine, Electric Choke #1410

750 CFM, ELECTRIC CHOKE

CALIBRATED FOR PERFORMANCE

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

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBS THUNDER SERIES AVS



500 cfm Electric Choke #1801



See page 15 for Auto Trans Throttle Lever Adapters and More.

500 CFM AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for small cubic-inch engines such as 305 c.i.d and smaller Chevrolet; 302 c.i.d. and smaller Ford and dual-quad applications such as our RPM Dual-Quad Air-Gap, Edelbrock C-26, F-28 and Street Tunnel Ram. For single carb applications, match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. #1801/#1802 are calibrated for single-quad applications and factory equipped with: Metering Jets – Primary .086, Secondary .095, Primary Rod .065 x .052, orange spring (5" Hg). **#1803** is calibrated for dual-quad applications and factory equipped with: Metering Jets – Primary .086, Secondary .077; Metering Rods – .065 x .057; **#1804** includes Primary .086, Secondary .077; Metering Rods – .065 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

	EnduraShine	Satin
CALIBRATED FOR SINGLE CARB APPLICATIONS		
500 cfm, Square-Flange, Electric Choke (non-EGR) ●	**#18014**	**#1801**
500 cfm, Square-Flange, Manual Choke (non-EGR) ●	**#18024**	**#1802**
GM Transmission Cable Adapter		**#8026**
CALIBRATED FOR DUAL-QUAD APPLICATIONS		
500 cfm, Square-Flange, Electric Choke (non-EGR)	**#18034**	**#1803**
500 cfm, Square-Flange, Manual Choke (non-EGR)	**#18044**	**#1804**
Universal Carburetor Choke Cable with Polished Knob		**#8013**

Important Note: Manual choke AVS Carbs cannot be converted to electric choke. *Carbs #1803, #1804 and #18034, #18044 are calibrated for dual-quad applications only and need to be purchased together, one manual and one electric. For single carb small-displacement engines and Street Tunnel Ram applications use carbs #1801, #1802, #18014 and #18024.*



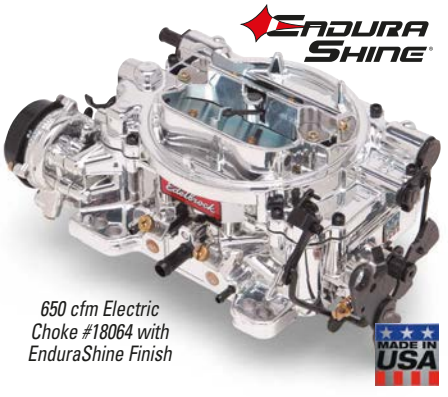
650 cfm Manual Choke #1805

650 CFM AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, RPM Air-Gap, Performer RPM, Torker II or other brands of similar design. Includes: Metering Jets – Primary .095, Secondary .098; Metering Rods – .068 x .047; Step-Up Spring – Orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

	EnduraShine	Satin
650 cfm, Square-Flange, Manual Choke (non-EGR) ●	**#18054**	**#1805**
650 cfm, Square-Flange, Electric Choke (non-EGR) ●	**#18064**	**#1806**
Universal Carburetor Choke Cable with Polished Knob		**#8013**
GM Transmission Cable Adapter		**#8026**

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



650 cfm Electric Choke #18064 with EnduraShine Finish

650 CFM OFF-ROAD AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum off-road performance in small-block and some big-block engines. **Includes spring-loaded needles and seats for superior fuel control in off-road terrain.** Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap or other brands of similar design. Includes: Metering Jets – Primary .095, Secondary .098; Metering Rods – .065 x .047; Step-Up Spring – Orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

650 cfm, Square-Flange, Manual Choke (non-EGR) ●	**#1825**
650 cfm, Square-Flange, Electric Choke (non-EGR) ●	**#1826**
Universal Carburetor Choke Cable with Polished Knob	**#8013**
GM Transmission Cable Adapter	**#8026**

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



800 cfm Manual Choke #1812

800 CFM AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum street performance in high-horsepower small-block and big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or others of a similar design. Includes the following: Metering Jets – Primary .113, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – Orange (5" Hg). Use Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

	EnduraShine	Satin
800 cfm, Square-Flange, Manual Choke (non-EGR) ●	**#18124**	**#1812**
800 cfm, Square-Flange, Electric Choke (non-EGR) ●	**#18134**	**#1813**
Universal Carburetor Choke Cable with Polished Knob		**#8013**
GM Transmission Cable Adapter		**#8026**

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

PART NUMBERS IN RED ARE... NEW



94 Primary Carburetor #1151

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



94 Secondary Carburetor #1152



Fuel Regulator #1789



Straight Linkage Kit #1031



Edelbrock 94 Progressive Linkage Kit #1033



Edelbrock 94 Round Cleaner #1202

EDELBROCK 94™ CARBURETORS, 160 CFM

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

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

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

Edelbrock 94 Carburetor (primary) ● ..... **#1151**
Edelbrock 94 Carburetor (secondary) ● ..... **#1152**

Carb Stud, Nut and Washer Kit — (3 piece kit of 5/16"-18 x 1-1/4") ..... **#8006**
Fuel Pressure Regulator with Chrome Finish (1 to 4 PSI) ..... **#1789**
Heat Insulator Spacer with Studs for Edelbrock 94 Carburetors (1/4") ..... **#8751**

EDELBROCK 94 STRAIGHT THROTTLE LINKAGE KITS

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

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



Straight Linkage Kit #1032



Straight Linkage Kit #1034

EDELBROCK 94 PROGRESSIVE THROTTLE LINKAGE KIT

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

Edelbrock 94 Triple Carburetor Progressive Linkage Kit ● ..... **#1033**

EDELBROCK 94 ROUND CHROME AIR CLEANER

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

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



#12456



#12645



#1158



#1156



Universal Choke Cable #8013



Heat Insulator Spacer #8751



Edelbrock 94 Carb Rebuild Kit #1154



Mini Fuel Distribution Block Kit #1281



Carb Fuel Log Kit #1287

EDELBROCK 94 CARBURETOR JETS

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

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

EDELBROCK 94 CARBURETOR POWER VALVES

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

EDELBROCK 94 CARBURETOR FUEL FITTING

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

Edelbrock 94 Carb Fuel Fitting....#1158

EDELBROCK 94 CHOKE CABLE BRACKET

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

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

UNIVERSAL CHOKE CABLE

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

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

HEAT INSULATOR SPACER

This is a 1/4" heat insulator spacer kit for Edelbrock 94 Series and Stromberg® 97 3-bolt carburetors. The black wood laminate fiber spacer is ideal for reducing heat transfer from the intake manifold to the carburetor. Includes all necessary hardware for a complete installation. **Highly recommended!**

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

EDELBROCK 94 CARB REBUILD KIT

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

Edelbrock 94 Carburetor Rebuild Kit....#1154

FUEL DISTRIBUTION BLOCK AND LOG KITS

MINI FUEL DISTRIBUTION BLOCK KIT

The Edelbrock Mini Triple Feed allows the user to plumb a dual or triple carb setup from the fuel pump to the carb. Dual carb applications will require pipe plug #662043 or similar 1/4" -18 NPT plug to block off the third outlet. This kit comes complete with four 1/4" NPT brass fittings, polished aluminum mini fuel block #1286, eight Corbin self-tightening clamps and 5 ft. of classic black neoprene hose. Neoprene hose features internal braid for added strength with a 3/8" inside diameter. **Fuel blocks also available separately, see page 22 for listings.**

Mini Triple Fuel Block Kit....#1281

Installation Note: *Installations with 5/16" feed line will need fitting #697020 or similar 1/4" NPT x 5/16" barb fitting.*

FUEL LOG KITS

These Fuel Log kits are exact replicas of the original designs used by Vic Sr. in the 1950's. They are made from extruded aluminum tube with a 3/8" threaded outlet at each end and a polished finish. Kit includes, black neoprene hose, Corbin self-tightening clamps, barb fittings, 3/8" pipe plug and a period-correct Edelbrock decal for the right look. Dual-quad kit #1283 can be used with Edelbrock 94, Performer and Thunder AVS applications. Triple deuce kits #1284 and #1288 are for use with Edelbrock 94 and similar applications. Finally, kit #1287 is intended for use with the Edelbrock Ram Log intake manifold or similar six carburetor application.

Dual-Quad Fuel Log Kit (6-7/16" outlet spacing)....**#1283**
S/B Ford Triple Deuce Fuel Log Kit (4-7/8" outlet spacing)....**#1284**
S/B Chevy Triple Deuce Fuel Log Kit (5-1/2" outlet spacing)....**#1288**
Six Carburetor Fuel Log Kit (overall length: 13")....**#1287**

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

PART NUMBERS IN RED ARE... NEW



Step-Up Spring Assortment #1464



Accelerator Pump #1467



Accelerator Pump #1468



Accelerator Pump #1470



Accelerator Pump #1471



Accelerator Nozzles #1475



Carburetor Calibration Kit #1479

CARBURETOR CALIBRATION COMPONENTS

FOR PERFORMER SERIES & THUNDER SERIES AVS CARBS

Step-Up Spring Assortment (Includes 3" Hg (blue), 4" Hg (yellow), 5" Hg (orange), 7" Hg (pink) and 8" Hg (plain) Springs. – 5 pair.) ● ..... **#1464**

Accelerator Pump 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**

Accelerator Pump Nozzles (Includes .024, .033, .043 nozzles and gaskets.) ● ..... **#1475**

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

Off-Road Needles and Seats (Includes a pair of spring loaded needles and .0935" seats.) ..... **#1465**

High Flow Needles and Seats (Includes a pair of needles and .110" seats.) ● ..... **#1466**

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

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



Float Kit #1469



Checking float level with a 7/16" drill bit



Needle and Seat Set #1498



Needle and Seat Set #1465



Needle and Seat Set #1466



Mixture Screw Set #1496

CARBURETOR CALIBRATION KITS

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

PERFORMER SERIES CARBURETORS CALIBRATION KITS

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

THUNDER SERIES AVS CARBURETORS CALIBRATION KITS

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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





METERING RODS

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

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



Air/Fuel Monitor #6593

AIR/FUEL RATIO MONITOR

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

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



Uni-Syn #4025

UNI-SYN® CARBURETOR BALANCING INSTRUMENT

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

Uni-Syn "A" (1-bbl. and 2-bbl. with round top; i.e. Edelbrock 94 Series & British S.U. carbs) ..... **#4025**
Uni-Syn "MC" (motorcycle) ..... **#4027**
Glass Tube and Indicator Rebuild Kit ..... **#4024**

THROTTLE LEVER ADAPTERS
FOR CHRYSLER AND FORD

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

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



#1481



#1843



#1483



#1844



#1481 installed



#1844 installed



#1490



#1493



#1491



#1495

FORD THROTTLE CABLE PLATE KITS

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

Ford 289-302 ..... **#1490**
Ford 351W ..... **#1491**
Ford 351C, 351M/400 ..... **#1493**
Ford 429-460 ..... **#1495**

PART NUMBERS IN RED ARE... NEW

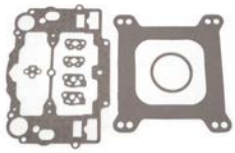

Dual-Quad Linkage Kit #7094

PROGRESSIVE THROTTLE LINKAGE

Designed for use with Edelbrock Dual-Quad intake manifolds. This linkage kit provides smooth throttle activation using high-quality aluminum, stainless steel and brass parts with spherical rod ends. Will also work with any dual-quad intake manifolds with a 6-7/16" carb center to center spacing.

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


Base Gasket #6940


Gasket Set #1472

CARBURETOR GASKETS

EDELBROCK SQUARE-BORE CARB GASKETS

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

VICTOR JR. 2V SPORTSMAN GASKET

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

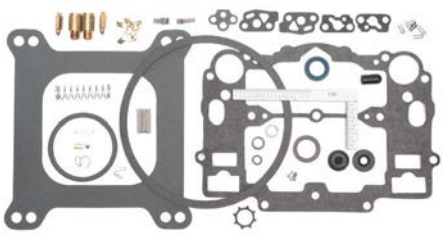

Airhorn Gasket #1499


Carb Base Gasket #3899

CARBURETOR REPLACEMENT PARTS

FOR PERFORMER SERIES & THUNDER SERIES AVS CARBS

Carburetor Rebuild Kit (includes parts & gaskets to rebuild all Edelbrock square-bore carbs).....**#1477**
Electric Choke Kit (Includes all parts necessary to convert #1404, #1405, #1407 and #1412 Edelbrock Performer Series carburetors to electric choke.) .....**#1478**
Choke Cable Bracket & Clamp Assembly (Performer Series & Thunder Series AVS carbs).....**#1494**
Choke Cap Kit (includes choke cap and gasket, 3 screws and 3 locking tabs) .....**#1474**
Performer Series Linkage Kit (includes 1 ea. of 7 links with gold iridited finish and 6 retaining clips)....**#1473**
AVS Carb Linkage Kit (includes 1 ea. of 7 links with black finish and 6 retaining clips).....**#1873**
Replacement Fuel Inlet Fitting (5/8"-20, 3/8" nipple, gold iridited).....**#1497**
Chevy/GMC Cruise Control Kit (Required for OEM cruise control hook-up.).....**#1484**
Idle Compensator Kit (Maintains correct idle speed when air conditioner is on. (Includes 12-volt solenoid and mounting bracket for all Edelbrock square-bore carburetors.) .....**#8059**


Carburetor Rebuild Kit #1477


Electric Choke Kit #1478


Choke Cable Bracket #1494


Choke Cap Kit #1474


Performer Series Linkage Kit #1473


Fuel Inlet Fitting #1497


Universal Choke Cable #8013

UNIVERSAL CHOKE CABLE

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

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


#2691


#2692

CARBURETOR ADAPTERS

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

4-bbl. Thermo-Quad Adapter (.750") ●
Mounts 4-bbl. Carter Thermo-Quad carburetors to square-bore, single-plane manifolds.....**#2691**

4-bbl. Quadrajet Adapter (.750") ●
Mounts 4-bbl. Rochester Quadrajet carburetors to square-bore, single-plane manifolds.....**#2692**

Standard-Flange Sideways Adapters (pair, .550") ●
Mounts standard-flange Holley® carbs sideways on Tunnel Rams. .....**#2694**

Four-Hole, Square-Bore to Spread-Bore Adapter (.850") ●
Mounts Edelbrock square-bore carbs to stock Quadrajet & Thermo-Quad manifolds.....**#2696**


#2694


#2696

CONTINUED ON THE NEXT PAGE...

EMISSIONS GUIDE

● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.


#8716


#2693

CARBURETOR ADAPTERS (CONT.)

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

Standard-Flange Adapter (2.00") ●
Adapts 4150 Series standard-flange carburetor to 4500 Series manifold flange. ..... **#8716**

Competition Q-Jet Adapter (.750") ●
Re-locates Q-Jet 5/16" to the rear for improved fuel distribution
on square-bore single plane manifolds. ..... **#2693**


Quadrajet Adapter & Fuel Line Kit #2697

Q-JET REPLACEMENT KIT



This complete kit includes everything you need to add an Edelbrock square-bore (Performer or Thunder Series) carburetor to a stock Q-Jet or Thermo-Quad intake manifold with a spread-bore flange.

Kit includes: Spread-bore to square-bore adapter plate, 24" fuel hose, fuel filter, 3/8" adapter fitting, carb studs, gaskets and all of the necessary hardware for an easy installation.

QuadraJet Adapter and Fuel Line Kit ..... **#2697**


#2731


#2732

CARBURETOR ADAPTER PLATES

Spread-Bore Adapter Plate (.100" thick) ●
Adapts spread-bore carbs to Edelbrock manifolds without regular mounting flange.
(for Edelbrock manifolds only) ..... **#2731**

Square-Bore to Spread-Bore Adapter Plate (.100" thick)
Mounts square-bore carbs to spread-bore carb pad on Edelbrock intakes.
(not needed for Edelbrock manifolds #2101 & #3701 when used with Edelbrock carburetors) ..... **#2732**


#9265


#9266


#9267

4-BARREL 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**


#8751

2-BARREL, 3-BOLT CARBURETOR SPACER

This is a 1/4" heat insulator spacer kit for Edelbrock 94 Series and Stromberg® 97 3-bolt carburetors. The black wood laminate fiber spacer is ideal for reducing heat transfer from the intake manifold to the carburetor. Includes all necessary hardware for a complete installation.

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

PART NUMBERS IN RED ARE... NEW


#8724

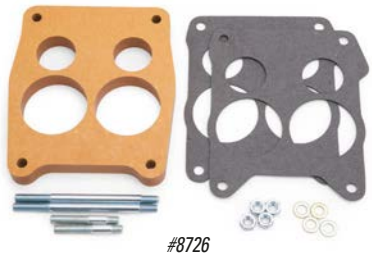

#8715


#8725


#8722


#8723


#8719


#8726


#1476


#8017

4-BARREL CARBURETOR SPACERS

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

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

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

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

1/2" Divided Spacer, Wood Fiber Laminate ●
Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds.
Will not fit universal #2101 style carb pads ..... **#8722**

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

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

3/4" 4-Hole Q-Jet Spacer, Wood Fiber Laminate; replacement for #1905 Q-Jet ● ..... **#8726**

1" Open Spacer, Black Phenolic Plastic ● ..... **#8710**

1" 4-Hole Spacer, Black Phenolic Plastic (bore hole size 1.730") ● ..... **#8711**

1" Open Spacer for Holley 4500 Series ● ..... **#8717**

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

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

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

2" Open Spacer, Black Phenolic Plastic ● ..... **#8712**

2" 4-Hole Spacer, Black Phenolic Plastic (bore hole size 1.730") ● ..... **#8713**


#8710


#8711


#8717


#8720


#8718


#8714


#8712


#8713

EGR ADAPTERS, PLATES AND GASKETS

Small-Block Chevy EGR Adapter for #3701 and #3706 manifolds (includes two gaskets) ● ..... **#1476**

Small-Block Chevy EGR Adapter for #3701 manifold (1973-74 only) ● ..... **#8035**

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

Ford 2V EGR Plate (1" tall) ● ..... **#8057**

CONTINUED ON THE NEXT PAGE...


#8035


#8057

EMISSIONS GUIDE

● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.


#8053


#3896

EGR ADAPTERS, PLATES & GASKETS (CONT.)

Ford 4V EGR Plate (1" tall; except 429/460) ● ..... **#8053**
Ford Replacement EGR Gaskets — OEM 4V (for #3721, #3723, #3781, and #3783 manifolds) ..... **#3896**
Ford Replacement EGR Gasket — OEM 2V (for #3721, #3723, #3781, and #3783 manifolds) ..... **#3897**
Ford EGR Plate Gasket — OEM 4V (for 79-87 460 #3766) ..... **#3898**


#3897


#3898

CARB STUDS

	Zinc	*Black*
Carb Stud, Nut and Washer Kit (3-piece kit of 5/16"-18 x 1-1/4")	**#8006**	**N/A**
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/2")	**#8008**	**N/A**
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-3/4")	**#8024**	**N/A**
Bullet Nosed Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/2")	**N/A**	**#8056**
Bullet Nosed Carb Stud, Nut and Washer Kit (5/16"-18 x 2")	**N/A**	**#8060**


#8006


#8008


#8024


#8056


#8060


#4804


#8096


#8080


#8081


#8087


#8089


#8090

CARB FITTINGS

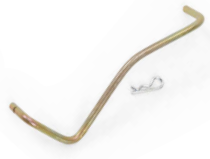
Vacuum Fitting (low profile) for Holley Double-Pumper when used with Edelbrock intake manifolds #2101, #5001, #7101 and 3/8" male x 1/8" female NPT fitting (.650") ..... **#8096**
Vacuum Caps (1/8", 3/16", 1/4", 5/16" and 3/8", Set of 20) ..... **#4804**
Single Barb Carb Fitting (1/4"-18 NPT x 3/8" Barb) ..... **#8080**
#6 AN Fitting for Rochester 2-barrel Carburetor ..... **#8081**
#6 AN Fitting for Edelbrock Square-Bore & Carter AFB Carbs (5/8"-20) ..... **#8087**
Banjo Fitting for Edelbrock Square-Bore & Carter AFB Carbs (5/8"-20) ..... **#8089**
Inverted Flare Fuel Line Fitting for Edelbrock Square-Bore & AFB Carbs (3/8") ..... **#8090**

DIVORCED CHOKE RODS FOR GM CARBS

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


#9171


#9172


#9178


#9179


#8003


#8004


#8011


#8020


#8018


#8022


#8007


#8009


#8012


#8014


#8012 installed


#72280 installed


#8015


#8016


#8021


#9141


#8059

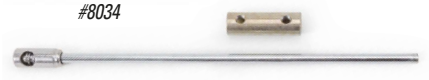

#8059 installed

THROTTLE BRACKETS AND HARDWARE

Automatic Trans. Rod Extension Kit for 1/4" Rod for Chrysler ..... **#8003**
Automatic Trans. Rod Extension Kit for 5/16" Rod for Chrysler ..... **#8004**
Automatic Trans. Rod Extension Kit for Ford ..... **#8011**
Automatic Trans. Kickdown Lever Kit for Chevy (early Holley Double-Pumper) ..... **#8020**
Automatic Trans. Kickdown Stud for 1982 & later TH350 ..... **#8018**
Trans. Kick-Down Linkage Adapter Kit for 1977 Chrysler Vans ..... **#8022**
Throttle & Automatic Trans. Shoulder Stud Kit for Early Chrysler ..... **#8007**
Throttle Cable Adapter for Chevy (1977 & later) ..... **#8009**
Universal Throttle Rod Extension Kit (7-1/2" long) ..... **#8010**
Throttle or Automatic Trans. Cable Extension Kit for Chevy ..... **#8012**
Throttle Bracket for #2156 & #5056 for Pontiac (1972-76, supplied w/manifolds) ..... **#8014**
Throttle Bracket for Pontiac (1968-71) ..... **#8015**
Ball End Stud for Holley Carbs ..... **#8016**
Universal Throttle Return Kit ..... **#8005**
GM Transmission Cable Adapter (For use with 2004R, 700R4, 4L60 transmissions) ..... **#8026**
AMC Throttle Cable Adapter (1979 and later) ..... **#8034**
Throttle & Automatic Trans. Kickdown Lever Kit for Chrysler (early Holley Double-Pumper) ..... **#8021**
LS1 Throttle and Trans Bracket (for carbureted applications) ..... **#8029**
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket for Small-Block Chevy
(1978 & earlier with TH350, 2004R, or 700R4 trans. Chrome Plated) ..... **#8030**
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket Cad. for Small-Block Chevy
(1978 & earlier with TH350, 2004R, or 700R4 trans. Gold Plated) ..... **#8036**
Throttle Solenoid and Bracket (for all Edelbrock Square-Bore carbs) ..... **#8059**
Throttle Rod Shoulder Stud for Chevy ..... **#9141**
Universal Throttle Bracket for Small-Block and Big-Block Chevys ..... **#8031**
Universal Throttle Bracket for Small-Block Chevy Vortec/E-Tec
(black powder coated and adjustable to fit both EFI and standard intake manifolds. Part #8032 is uniquely designed for maximum adjustability on any small-block Chevy Vortec style manifold. Will also work with Edelbrock Performer #2114.) ..... **#8032**
Kickdown Microswitch for GM TH400 (for all Edelbrock square-bore carburetors) ..... **#72280**

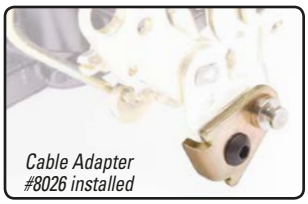

#8029


#8034


#8010


#8005


#8026


Cable Adapter
#8026 installed


#8031
installed


#8030

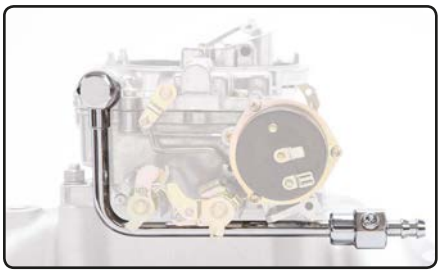

#8036


#8032

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Chromed Steel Fuel Kit #8126 with no Fuel Filter



Chrome Steel Single-Feed Fuel Line Kit #81343 with Black Filter



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



Black Fuel Filter #650133



Blue anodized Fuel Filter #8130



Polished Fuel Filter #8129



-6 AN female to barb #624010



Universal Fuel Hose & Filter Kit #8135

FUEL INLET AND FILTER KITS

SINGLE FEED FOR EDELBROCK PERFORMER SERIES AND THUNDER SERIES AVS CARBURETORS

These fuel inlets for Edelbrock carburetors provide a clean and custom plumbing solution. The drop-down design routes the fuel line on the right-hand (passenger side) of the carburetor below the linkage and choke housing. #8126 and #81263 includes a barbed end for a push-on 3/8" rubber fuel line. #8131, #8134 and #81343 includes an aluminum fuel filter with a 40 micron filter element and -6 AN male inlet will accept an Edelbrock fuel line kit for a complete fuel pump to carburetor plumbing solution. They are manufactured of plated steel and include a 5/8" -20 threaded banjo bolt with gaskets. Available in chrome or black finish.

Chrome Steel Fuel Line with 3/8" Barbed End Inlet and without Fuel Filter ..... **#8126**
Black Steel Fuel Line 3/8" Barbed End Inlet and without Fuel Filter ..... **#81263**
Chrome Steel Fuel Line with Polished Aluminum Filter (replacement filter only #8129) ..... **#8131**
Chrome Steel Fuel Line with Blue Anodized Aluminum Filter (replacement filter only #8130) ..... **#8134**
Black Steel Fuel Line with Black Anodized Aluminum Filter (replacement filter only #650133) ..... **#81343**
6 AN Female to Barb (when using push-on fuel line with #8131 and #8134) ..... **#624010**

Important Installation Notes: *Will not fit with Edelbrock intake manifolds #2156, #21561, #21563, #2176, #21761 & #21763.*

DUAL FEED FOR EDELBROCK THUNDER SERIES AVS CARBURETORS

These dual feed fuel inlets are designed specifically for Edelbrock Thunder Series AVS carburetors. The drop-down design routes the fuel line on the right-hand (passenger side) of the carburetor below the linkage and choke housing. Options include a barbed end for a push-on 3/8" fuel line or -6 AN aluminum fuel filter with a 40 micron filter element. Match with Edelbrock fuel line kit for a complete fuel pump to carburetor plumbing solution. They are manufactured of chrome plated steel and include a 5/8" -20 threaded banjo bolt with gaskets.

Chrome Steel Fuel Line with Polished Aluminum Filter (replacement filter only #8129) ..... **#8128**
Chrome Steel Fuel Line with No Fuel Filter and 3/8" Barbed End Inlet ..... **#8132**
Chrome Steel Fuel Line with Blue Anodized Aluminum Filter (replacement filter only #8130) ..... **#8133**
-6 AN Female to Barb (when using push-on fuel line with #8128 and #8133) ..... **#624010**

HIGH FLOW FUEL FILTERS

Designed for high volume fuel systems these high-quality fuel filters are manufactured of billet aluminum and offer 40 micron filtration. These filters are 3" long by 1-1/4" in diameter and include a 40 micron disc element with a -6 AN male inlet/outlet. Match with Edelbrock pump-to-carb fuel line kits for a complete plumbing solution.

Polished Aluminum Filter ..... **#8129**
Blue Anodized Aluminum Filter ..... **#8130**
Black Anodized Aluminum Filter ..... **#650133**
Replacement Filter Element ..... **#8137**
-6 AN Female to Barb (when using push-on fuel line with -6 fuel filter) ..... **#624010**

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**

DUAL-QUAD FUEL HOSE KIT

FOR ALL EDELBROCK DUAL CARBS

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

Dual-Quad Fuel Line Kit (Red anodized finish) ..... **#8088**
Dual-Quad Fuel Line Kit (Endura finish) ..... **#8091**
Dual-Quad Fuel Line Kit (ProClassic finish) ..... **#80913**



Dual-Quad Fuel Line Kit #8091 with Endura finish



Dual-Quad Fuel Line Kit #80913 with ProClassic Finish

RUSSELL

Russell Performance Products is an Edelbrock Company

PART NUMBERS IN RED ARE... NEW



Dual-Feed Fuel Line Kit #8101



Dual-Feed Fuel Line Kit #8105



Dual-Feed Fuel Line Kit #8107



Adjustable Dual-Feed Fuel Log #8100



ProClassic Fuel Hose Kit #81233



ProClassic Fuel Hose & Filter Kit #8102



Fuel Block #1280



Fuel Block #12801



Fuel Block #1285



Fuel Block #12851



Fuel Block #1290



Fuel Block #12901

DUAL-QUAD FUEL HOSE KIT
FOR ALL HOLLEY DUAL-FEED CARBS

These fuel line kits are temperature, gas and oil resistant. They are made from reinforced synthetic Chlorinated Polyethylene rubber hose with a nylon inner braid for strength. They feature a 3/8" NPT inlet fitting and a 1/8" pipe fitting with plug for a fuel pressure gauge. Fuel Line kit #8101 is adjustable between the carb bowls from 7-1/2" to 11-1/2". **Hose nipple not included**.

Braided Steel Dual-Feed Fuel Line Kit ..... **#8101**
Dual-Feed Fuel Line Kit with Red and Blue Finish ..... **#8105**
Dual-Feed Fuel Line Kit with Black Finish ..... **#8106**
Dual-Feed Fuel Line Kit with Polished Finish ..... **#8107**

ADJUSTABLE FUEL LOG
FOR HOLLEY AND DEMON 4150/4500 CARBURETORS

This fuel log is a great solution for getting the perfect fit on your Holley or Demon setup. It features a -10 AN telescoping center log that is adjustable from 7-3/4" to 13-1/2". It also features swivel ball socket ends that can be adjusted to clear various air cleaners and carburetor linkage accessories. Also includes two 1/8" NPT ports for use with a gauge or pressure transducer. It's finished in a sleek black anodized for a great look. Kit contents includes two aluminum gaskets, two o-rings, -10AN plug and -8AN Male x -10AN port fitting.

Adjustable Dual-Feed Fuel Log for Holley and Demon 4150/4500 Series Carburetors ..... **#8100**

FUEL PUMP TO CARB INLET HOSE KITS
FOR EDELBROCK FUEL PUMPS WITH 3/8" OUTLET

These high-quality fuel line kits offer a clean and precise fuel supply line for mechanical fuel pumps with a 3/8" NPT outlet, when using an Edelbrock Single- or Dual-Feed fuel inlet kit #8128, #8131, #8133 or #8134. These hose kits are pre-assembled hose with hose ends and are available with stainless steel braided hose or black nylon fabric ProClassic hose. Carb fuel inlet not included, see page 21 for applications.

Braided Stainless Steel Fuel Hose Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler) ..... **#8123**
Braided Stainless Steel Fuel Hose Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac) ..... **#8124**
Braided Stainless Steel Fuel Hose Kit (for S/B Fords - bottom feed only) ..... **#8125**
ProClassic Black Fuel Hose Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler) ..... **#81233**
ProClassic Black Fuel Hose Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac) ..... **#81243**

FUEL PUMP TO CARB HOSE KITS
COMPLETE FUEL PUMP TO CARBURETOR FUEL HOSE

These high-quality fuel line kits offer a clean and precise fuel supply line for mechanical fuel pumps with 3/8" NPT to the 5/8" -20 fuel inlet on Edelbrock Performer Series and Thunder Series AVS Carbs. They are manufactured with Russell ProClassic hose and include fuel filter, 5/8" -20 banjo bolt and gaskets. **Will work with OEM or equivalent fuel pumps.**

ProClassic Fuel Hose with Street Fuel Filter ..... **#8102**
ProClassic Fuel Hose with Competition Fuel Filter ..... **#8103**

FUEL DISTRIBUTION BLOCKS
FOR DUAL, TRIPLE AND QUAD CARBURETOR SETUPS

Edelbrock has reintroduced the vintage cast aluminum fuel blocks for dual, triple and quad carb applications for your hot rod or custom vehicle. **Edelbrock fire wall mounted fuel blocks** feature a single 3/8" NPT inlet and two, three or four 1/4" NPT outlets, depending on application. Each fuel block has four holes for mounting to a fire wall and are available with a satin aluminum or polished finish.

The **Edelbrock Mini Fuel Block #1286** was first introduced in the late 50's and is a great solution for any dual or triple carb application where no mounting surface is available. It features a single 1/4" inlet with three 1/4" outlets with a polished finish and period correct Edelbrock logo decal. See page 13 for Mini Fuel Distribution Kit #1281 – this kit includes everything needed to plumb a dual or triple carb setup. All of them are a great way to finish off your Edelbrock 94 carburetor and intake manifold installation!



Mini Fuel Block #1286

	Satin	*Polished*
Dual Outlet Fuel Block	**#1280**	**#12801**
Triple Outlet Fuel Block	**#1285**	**#12851**
Quad Outlet Fuel Block	**#1290**	**#12901**
Mini Triple Outlet Fuel Block	**N/A**	**#1286**

Important Note: *Triple fuel blocks can also be used with any dual carb installation by blocking off the unused outlet with pipe plug #662043 or any similar 1/4" -18 NPT plug. The third outlet can also be run to fuel pressure gauge if desired.*

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBS Q-JET ACCESSORIES



Primary Metering Rods #1936

Secondary Metering Rods #1950



Primary Metering Jets #1968

Secondary Hanger

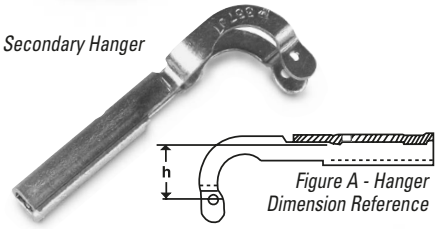


Figure A - Hanger Dimension Reference



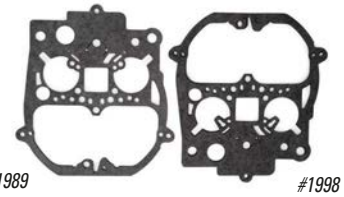
#1925



#9178



#1984



#1989

#1998



Remote Choke Kit #1931



High-Performance Accelerator Pump Plunger #1982



#1926



#1932



#1920

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

PRIMARY METERING RODS *(PAIRS)*

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

.035" ● ..... **#1936**
.037" ● ..... **#1937**
.039" ● ..... **#1939**
.041" ● ..... **#1942**
.043" ● ..... **#1944**
.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**
.052" ● ..... **#1945**
.054" ● ..... **#1947**

SECONDARY METERING RODS, ALL YEARS *(PAIRS)*

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

CC (.030") ● ..... **#1950**
CE (.041") ● ..... **#1951**
CK (.052") ● ..... **#1952**
AY (.056") ● ..... **#1953**
CL (.066") ● ..... **#1954**

PRIMARY METERING JETS, ALL YEARS *(PAIRS)*

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

ADDITIONAL ACCESSORIES

AIRHORN GASKET SETS FOR Q-JET CARBS

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

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

Needle and Seat Assembly
High-capacity/high-flow .145" diameter needle and seat assembly. ..... **#1980**

High-Performance Accelerator Pump Plunger and Spring (shorter than standard street plungers, this pump gives additional pump shot volume.) ..... **#1982**

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

DIRECT REPLACEMENT PHENOLIC FLOATS

For Model M4M and Edelbrock #1910 (1975 and later) ..... **#1984**
For Model 4MV (1974 and earlier) ..... **#1985**

FUEL FILTERS

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

REBUILD KITS

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

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

CHOKE KITS

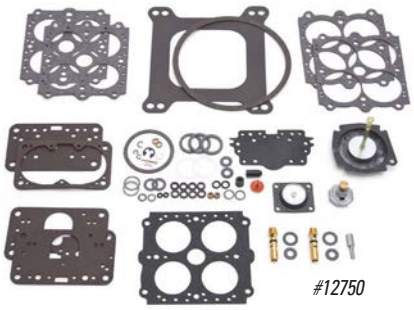
For S/B Chevy Performer Manifolds (divorced choke) ..... **#1931**
For Converting Hot Air Choke to Electric Choke ..... **#1932**
For S/B Chevy Performer RPM Q-Jet Manifold #7104 (choke rod only) ..... **#9172**

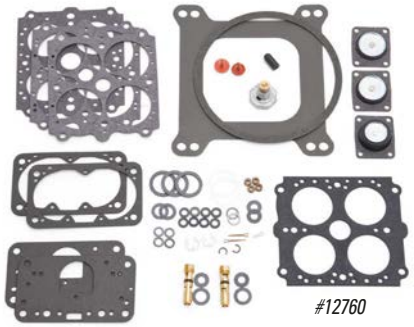
For B/B Chevy Performer Manifolds (divorced choke) ..... **#1935**
For B/B Chevy Performer RPM Q-Jet Manifold #7164 (choke rod only) ..... **#9178**

CHOKE CAPS

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

PART NUMBERS IN RED ARE... NEW


#12750


#12760


#12370


#12403


#12400


#12401


#12415


#12416


#12605


#12600


#12404


#12457


#12635


#12624

PERFORMANCE CARBURETOR SERVICE PARTS AND ACCESSORIES

FOR DEMON®, HOLLEY® & QUICK FUEL® CARBURETORS

Edelbrock now offers replacement service parts for popular high performance Quick Fuel, Holley and Demon carburetors. These component packages will feature quick reference guides for easy identification and proper application selection. See complete list below for these items and contact your distributor for availability and pricing. Don't leave your customers with empty shelves.

MAINTENANCE KITS

For use with most 4160-Style Models ..... **#12750**
For use with most 4150-Style Models ..... **#12760**

GASKETS

Metering Block & Fuel Bowl for 2300, 4150, 4160, 4165 and some 4500 Series (qty. 2 each) ..... **#12370**
Metering Block Assortment for 4160 ..... **#12371**
Metering Block for 4150 & 4160 (qty. 2) ..... **#12380**
Fuel Bowl for 2300, 4150, 4160, 4175 & 4500 Series (qty. 2) ..... **#12382**
Carb Mounting Heat Insulator Gasket Kit (includes studs) ..... **#12410**

ACCELERATOR PUMPS

Diaphragm (30cc) ..... **#12400**
Diaphragm (50cc) ..... **#12401**
Pump Cam Assortment Kit (includes 8 cams for Holley 2300, 4150 and 4160 Series carburetors) ... **#12403**

VACUUM SECONDARY PARTS

Vacuum Secondary Diaphragm (rod Length: 2.054") ..... **#12404**
Vacuum Secondary Spring Kit (includes 7 springs that will fit on Holley 4150, 4150HP, 4160 series and various Demon carburetors) ..... **#12412**

THROTTLE CABLE PLATE KITS

Carb Throttle Ball Assortment ..... **#12413**
Transmission Kick Down Stud ..... **#12414**

FUEL FITTINGS

This is a straight male 7/8"-20 with inverted 5/8"-18 female flare and a 3/8" tube size. Fits the following carburetors; **Holley** 2300, 4150, 4150HP, 4160 (center hung floats only), 4500, 4500 HP and **Rochester Quadrajet** applications up to 1974.

Fuel Bowl Inverted Flare Fitting ..... **#12415**
Transfer Tube O-Rings (qty. 2, will fit Holley 4150, 4160, 4165 & 4175 Series carburetors) ..... **#12416**

NEEDLE AND SEATS

These needle and seat assemblies will fit carburetors with center hung fuel bowls and can be used as replacements or performance upgrades. Kit includes needle and seat assembly, two gaskets and one O-ring. For use with **Holley** 2300, 4150, 4160, 4165, 4175 and 4500 Series, **Quick Fuel** 4500, Professional Series and Q-Series, as well as various **Demon** carburetors.

Adjustable Inlet Needle with Viton® Tip 0.097" ..... **#12602**
Non–Adjustable Inlet Needle with Viton® Tip 0.110" ..... **#12605**
Hardware Kit (fits Holley carburetors with center hung fuel bowls) ..... **#12600**

STANDARD MAIN JETS

Jet #	Size	Part No.
55	0.054"	#12455
56	0.055"	#12456
57	0.056"	#12457
58	0.057"	#12458
59	0.058"	#12459
60	0.059"	#12460
61	0.060"	#12461
62	0.061"	#12462

Jet #	Size	Part No.
63	0.062"	#12463
64	0.064"	#12464
65	0.065"	#12465
66	0.066"	#12466
67	0.068"	#12467
68	0.069"	#12468
69	0.070"	#12469
70	0.073"	#12470

Jet #	Size	Part No.
71	0.076"	#12471
72	0.079"	#12472
73	0.079"	#12473
74	0.081"	#12474
75	0.082"	#12475
76	0.084"	#12476
77	0.077"	#12477
78	0.078"	#12478

Jet #	Size	Part No.
79	0.079"	#12479
80	0.080"	#12480
81	0.081"	#12481
82	0.082"	#12482
83	0.083"	#12483
84	0.084"	#12484
85	0.085"	#12485

SINGLE-STAGE POWER VALVES

Standard Flow 2.5 in. Hg ..... **#12625**
Standard Flow 3.5 in. Hg ..... **#12635**
Standard Flow 4.5 in. Hg ..... **#12645**
Standard Flow 5.5 in. Hg ..... **#12655**
Standard Flow 6.5 in. Hg ..... **#12665**
Standard Flow 8.5 in. Hg ..... **#12685**
Power Valve Plug & Gasket (fits any Demon, Holley and Quick Fuel carburetors with a 1/2" x 28 power valve thread) ..... **#12624**

Holley® is a registered trademark of Holley Performance Products
Demon® is a registered trademark of Demon Fuel Systems, Inc.
Quick Fuel® is a registered trademark of Quick Fuel Technology, Inc.
Viton® is a registered trademark of Dupont Performance Elastomers
All other trademarks are property of their respective owners.

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLD SELECTION

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



Performer… Power from Idle to 5500 rpm



Performer RPM… Power from 1500-6500 rpm



RPM Air-Gap… Power from 1500-6500 rpm



Victor Series… Power from 3500-8500+ rpm



The Ford Performer 5.0 RPM II for Fuel Injection… with a Black Powder Coated Finish

SELECTING THE RIGHT MANIFOLD

THE FIRST STEP TO MAXIMUM PERFORMANCE

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

PERFORMER® MANIFOLDS *(IDLE TO 5500 RPM)*

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

PERFORMER RPM® MANIFOLDS *(1500 TO 6500 RPM)*

Performer RPMs are dual-plane, high-rise intakes with a 180° firing order to produce **incredible top-end horsepower while retaining good throttle response.** Their larger plenums and runners match the free-flowing exhaust, high-lift cams and other modifications of a high output engine. They are intended for high-performance street or competition engines that run up to 6500 rpm. Edelbrock's Performer RPM gives you the ultimate in street high-performance.

PERFORMER AIR-GAP™ AND RPM AIR-GAP® MANIFOLDS

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

VICTOR® SERIES MANIFOLDS *(3500 TO 8500+ RPM)*

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

FUEL INJECTION MANIFOLDS

These manifolds continue the Edelbrock tradition of **enhanced engine breathing and balanced cylinder-to-cylinder air/fuel distribution for improved performance, driveability and economy**. Check out our complete selection of multi-point fuel injection conversion systems for Ford, GM and Chrysler. You can preview all Pro-Flo 3 EFI systems on pages 165-169.

PRO-FLO XT® INTAKE MANIFOLDS

The Pro-Flo XT intakes are **engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque throughout the rpm range (1500-7000 rpm)**. Aesthetics were also a major consideration in the design, offering enthusiasts custom looks and a choice of satin aluminum or black powder coated finish with contrast machining. Pro-Flo XT EFI intakes accept Edelbrock Pro-Flo XT Throttle Bodies and Fuel Rails (sold separately).



Performer EFI Manifold #3704



Pro-Flo XT…
Power from 1500-7000 rpm

PART NUMBERS IN RED ARE... NEW



Manifold Installation Kit #2040

EDELBROCK INTAKE MANIFOLD INSTALLATION KITS

We have packaged all the necessary components to replace your stock iron intake manifold. These kits include an Edelbrock aluminum intake manifold, intake gasket set, carburetor base gasket, RTV sealant, intake bolts and carburetor studs for an all-in-one-box installation for your street rod or muscle car. Get better performance from a simple manifold replacement kit. See manifold dimensions on pages 81-82 for more information.

Small-Block Chevy Performer EPS Manifold Installation Kit (1957-86, satin finish) ● .....**#2040**
Small-Block Chevy Performer RPM Manifold Installation Kit (1957-86, satin finish) ● .....**#2041**
Small-Block Chevy Performer RPM Air-Gap Manifold Installation Kit (1957-86, satin finish) ● ..**#2042**

MANIFOLD INSTALLATION KITS INCLUDE

Kit Part #	Intake Manifold	Intake Gasket	Intake Bolt Kit	Carb Stud Kit	Carb Base Gasket	RTV Sealant
#2040	#2701	#7201	#8504	#8008	Included	Included
#2041	#7101	#7201	#8504	#8008	Included	Included
#2042	#7501	#7201	#8504	#8008	Included	Included

EDELBROCK INTAKE MANIFOLDS WITH BLACK POWDER COATED FINISH

Due to the overwhelming demand for our black powder coated accessories… we are now offering our most popular intake manifolds with this Edelbrock exclusive finish. These intake manifolds will feature a finely textured finish with machine-highlighted logos. This unique finish will also give your intake manifold a protective layer that will keep it looking great for many years. Match your intake manifold with our black air cleaners, valve covers, carburetors and water pumps for a complete new and unique look for your engine.



Performer EPS Manifold #27014 with EnduraShine



Polished RPM Air-Gap Manifold #75011



Black powder coated Performer EPS Manifold #27013



Satin Performer 289 Manifold #2121

SMALL-BLOCK CHEVY

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

BIG-BLOCK CHEVY

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

CHRYSLER

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

SMALL-BLOCK FORD

Performer (260-289-302) ● .....**#21213**
Performer RPM (289-302) ● .....**#71213**
RPM Air-Gap (289-302) ● .....**#75213**
Performer (351W) ● .....**#21813**
Performer (400 for 1971-82 400 and 1975-82 351M) ● .....**#21713**

BIG-BLOCK FORD

Performer FE 390 (332-352-360-390-406-410-427-428) ● .....**#21053**
Performer RPM FE (332-352-360-390-406-410-427-428) ● .....**#71053**
Performer 460 (429/460) ● .....**#21663**

PONTIAC

Performer (326/455) ● .....**#21563**

FOUR FINISHES AVAILABLE

ENDURASHINE® FINISH

- *Long lasting bright chrome like finish that matches chrome and polished accessories*
- *3-step Vacuum Metalizing Process includes: base coat, aluminum coat and clear top coat for lasting durability*
- *Low maintenance, cleans easily with soap and water*
- *5-digit part numbers ending in "4" signify EnduraShine Finish*

POLISHED FINISH

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

BLACK POWDER COATED FINISH

- *Available for some manifold applications - see item listings*
- *Durable powder coating for long lasting protection and a distinctive look*
- *5-digit part numbers ending in "3" signify Black Powder Coated Finish*

SATIN ALUMINUM FINISH

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

MADE IN USA

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Marine Intake Manifold #2516 for S/B Chevy Vortec

INTAKE MANIFOLDS FOR MARINE APPLICATIONS

Now you can get legendary Edelbrock intake manifold performance designed specifically for demanding marine applications. These marine intake manifolds feature a brass lined front water crossover and two brass flange inserts to cover the rear water openings in the cylinder heads. The brass lined crossover and inserts protect the aluminum from salt water corrosion.

#2516 is designed for use with 262-400 c.i.d. Chevy V8 marine engines with 1996-later Vortec (L31) cast iron heads. Accepts square-bore and spread-bore carbs. Requires Edelbrock bolt kit #8516 and electric choke carb. Recommended intake gasket: Edelbrock #7235.

Marine Intake Manifold for 1996-Later Chevrolet 262-400 with Vortec Heads ● .....#2516

#2504 and #2506 are for use with 1955-95 262-400 c.i.d. Chevrolet **V8's with spread-bore (Q-Jet) or square-bore carbs.** It delivers maximum power and a broad torque curve for high-performance marine applications. Carb pad will accept square-bore carbs without adapters. Recommended intake gasket: Edelbrock #7201.

Marine Intake Manifold for 1955-86 Chevrolet 262-400 ● .....#2504
Marine Intake Manifold for 1987-95 Chevrolet 262-400 ● .....#2506

#2561 is ideal for 396-502 c.i.d. Chevrolet V8's with oval-port cylinder heads. Has no provisions for exhaust heated chokes. Accepts square-bore and spread-bore carbs. Recommended intake gasket: Edelbrock #7203.

Marine Intake Manifold for Chevrolet 396-502 ● .....#2561





#2516
Bottom Shown



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



Manifold Kit #72975
fully assembled

INTAKE MANIFOLDS WITH PRE-ASSEMBLED DIRECT PORT NITROUS SYSTEM

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

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



Victor Jr. for Chevrolet 262-400 Small-Block ● .....#72975
Super Victor for Chevrolet 262-400 Small-Block ● .....#72925
Victor Jr. 454-R for Chevrolet 396-502 ● .....#72902

PART NUMBERS IN RED ARE... NEW



Performer AMC #2131

AMC/JEEP 290-401 V8

PERFORMER AMC (IDLE-5500 RPM)

Designed for 1970-91 street 304-360-401 c.i.d. V8 engines. Will not accept stock Motorcraft spread-bore carburetor. Available with or without EGR.

	Satin	Polished
Performer AMC (non-EGR) ●	**#2131**	**#21311**
Performer AMC (EGR) ●	**#3731**	**#37311***

Carburetor Recommendations: *Requires #8008 or #8024 stud, nut & washer kit. OEM 4-bbl. non-EGR square-bore carb Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11).*
Installation Notes: *Manifolds have two center bolt holes offset. Recommended intake gasket:* ***Edelbrock #7213*** *or Fel-Pro MS96011. #2131/#3731 must use factory style metal valley tray. Manifold height: A-4.20", B-5.50"; Carb pad height: 4.85" (see pages 81-82). Port exit dimensions: 1.03" x 2.07". Bracket #8034 required for 1979 and later vehicles.* ***Camshaft Recommendations:*** *Performer Plus #2132. See pages 125-126 for specifications.*



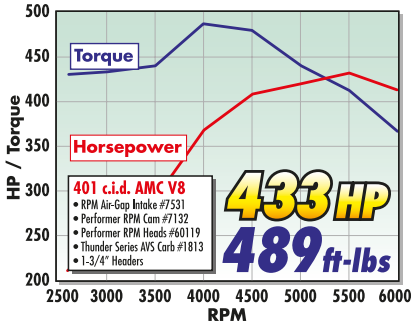
RPM Air-Gap #7531

RPM AIR-GAP AMC (1500-6500 RPM)

Designed for 1970-91 304-401 c.i.d. and 1967-69 290-390 c.i.d. V8's, RPM Air-Gaps incorporate the same race-winning technology as our Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil for a cooler, denser charge and more power. For square-bore carbs. Includes standard oil fill and PCV provisions as well as early air conditioning support bracket accessory bosses. No provision for exhaust-heated chokes. No exhaust crossover.

	Satin	Polished
RPM Air-Gap AMC (non-EGR, for 1967-69 290-390 c.i.d.) ●	**#7530**	**#75301***
RPM Air-Gap AMC (non-EGR, for 1970-91 304-401 c.i.d.) ●	**#7531**	**#75311***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11).*
Installation Notes: *Recommended intake gasket:* ***#7213*** *or Fel-Pro MS96011. #7531 must use factory style metal valley tray. #7531 has two center bolt holes offset. Manifold height: A-4.45", B-5.77"; Carb pad height: 5.11" (see pages 81-82). Port exit dimensions: 1.04" x 2.10". Bracket #8034 required for 1979 and later vehicles.*
Camshaft Recommendations: *Performer RPM #7132. See pages 125-126 for specifications.*





Torker AMC #2930

TORKER AMC (3500-7500 RPM)

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

	Satin	Polished
Torker AMC 1970-91 (non-EGR) ●	**#2930**	**#29301***

Carburetor Recommendations for High-Performance or Competition:
Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).
Installation Notes: *#2930 has two center bolt holes offset. Recommended intake gasket:* ***#7213*** *and Fel-Pro MS96011. #2930 must use factory style metal valley tray. Manifold height: A-4.45", B-5.38"; Carb pad height: 4.91" (see pages 81-82). Port exit dimensions: 2.15" x 1.04". Bracket #8034 required for 1979 and later vehicles.*



Performer Buick V6 #5486

BUICK 231 V6 EVEN FIRE

PERFORMER BUICK V6 (IDLE-5500 RPM)

Designed for 1979 and later street 231/252 c.i.d. (252 c.i.d. 1980-84 only) Buick V6 engines with late-model cylinder heads. Manifold will not fit pre-1979 engines. Manifold not equipped with EGR. Not compatible with C-3 and C-4 electronic fuel management systems.

	Satin	Polished
Performer Buick V6 (non-EGR) ●	**#5486**	**#54861***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1200****. Manifold height: A-4.67", B-5.45", (1.30" taller than stock); Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: .80" x 1.85".* ***Use 1981 Buick Regal water neck.***
Camshaft Recommendations: *Performer Plus #5487. See pages 125-126 for specifications.*



Performer Buick/Rover #2198

BUICK/ROVER 215 V8

PERFORMER ROVER (IDLE-5500 RPM)

Designed for Rover 3500cc V8's (1968 & later) and 1961-63 Buick and Oldsmobile aluminum 215 V8's. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #MS96002****. Manifold height: A-5.00", B-5.92" (measured to engine block); Carb pad height: 5.46" (see pages 81-82). Port exit dimensions: .88" x 1.54". Throttle Bracket #8031 or #8036 will fit and accept GM style throttle, kickdown and cruise control cables.*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS BUICK/CADILLAC & S/B CHEVY



Performer Buick 455 #2146

BUICK 400-455 V8

PERFORMER BUICK 455 (IDLE-5500 RPM)

Designed for street 400-430-455 c.i.d. Buick V8's. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

	Satin	Polished
Performer Buick 455 (non-EGR) ●	#2146	#21461*

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11).*
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 pages 81-82). Port exit dimensions: 1.14" x 2.26".*



Buick B-4B #2515

BUICK B-4B (IDLE-5500 RPM)

Back by popular demand, #2515 is a resurrection of the popular B-4B manifold made in the late 1960s for street 400-430-455 c.i.d. Buick V8's. The only change to the original design is the addition of our proven Performer-style carb pad that accepts either square-bore or spread-bore carbs, making this manifold an excellent choice for both restoration and performance-minded Buick fans.

	Satin	Polished
Buick B-4B (non-EGR) ●	#2515	#25151*

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11).* ***Installation Notes****: Recommended intake gaskets: for 1967-76,* ***Edelbrock #7246 or Fel-Pro #MS96005****; 1972-76,* ***Fel-Pro #MS96014****. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.14" x 2.26".*

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 #2115

	Satin	Polished
Performer Cadillac (non-EGR) ●	#2115	#21151*

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11).*
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 pages 81-82). 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. 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 202.



Performer 2V 60° V6 EGR #3785/#3787

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

Carburetor Recommendations: *OEM 2-bbl.*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #MS91022****. Manifold height: A-4.37", B-5.45"; Carb pad height: 4.91" (see pages 81-82). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Linkage and bracketry come with top. Note: When used on Jeep Cherokee, additional hood shimming is required for clearance. Hood shims available from Jeep dealers (part #J0680435).*
Camshaft Recommendations: *Performer Plus #3790. See pages 125-126 for specifications.*

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 202.



Performer 4V 60° V6 #3785/#3789

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

Carburetor Recommendations: *Holley #0-8007 (390 cfm).* ***Installation Notes:*** *Manifold height: A-4.90", B-5.95" ; Carb pad height: 5.42" (see pages 81-82). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Recommended intake gasket:* ***Fel-Pro #1270 or #MS91022****. Linkage and bracketry come with top. With 4-bbl. carb #0-8007 and auto trans, a GM transmission cable #25515598 is required.*
Camshaft Recommendations: *Performer Plus #3790. See pages 125-126 for specifications.*

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

PART NUMBERS IN RED ARE... NEW



Performer 4.3L #3713

CHEVROLET 90° V6

PERFORMER 4.3L T.B.I. V6 (IDLE-5500 RPM)

Designed for street 1987-94 Chevrolet 4.3L V6 with factory Throttle Body Injection. The Performer 4.3L intake manifold provides outstanding throttle response and torque increases from idle to 5500 rpm. Accepts all factory accessories/hardware. Throttle body unit remains in stock location. **Not for 1994 and later engines equipped with flash memory computer. Flash memory ECM is located underhood.**

	Satin	Polished
Performer 4.3L T.B.I. V6 (EGR) 🟡	#3713	#37131*

Injector Recommendations: *Use stock Throttle Body Injection unit.* ***Installation Notes:*** *Recommended intake gasket:* ***GM #12510908.*** *Manifold height: A-3.93", B-5.15"; Carb pad height: 4.54" (see pages 81-82). Port exit dimensions: 1.10" x 1.92".* ***Camshaft Recommendations:*** *Performer Plus #3714. See pages 125-126 for specifications.*



Performer 90° V6 #2111

PERFORMER 90° V6 (IDLE-5500 RPM)

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

	Satin	Polished
Performer 90° V6 (non-EGR) 🟡	#2111	#21111*

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7209*** *or Fel-Pro #1202. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see pages 81-82). Port exit dimensions: 1.15" x 1.87".*



Performer Vortec V6 #2114

PERFORMER VORTEC V6 (IDLE-5500 RPM)

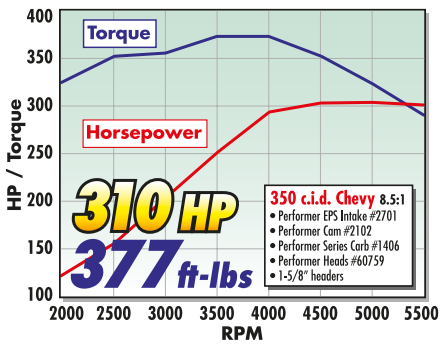
Based on the powerful Edelbrock #2111, this dual-plane intake is designed for the engine swap market utilizing 1985 and later Chevy 200-229-262 c.i.d. (3.8L and 4.3L) V6 engines with Vortec heads. With this manifold, rodders can **take advantage of the higher flow available with the Vortec head design**.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

	Satin	Polished
Performer Vortec V6 (non-EGR) 🟡	#2114	#21141*

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11)*
Installation Notes: *Recommended intake gasket:* ***GM 89017866****. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see pages 81-82). Port exit dimensions: port exit is 2.05" tall with slanted side walls.*
Camshaft Recommendations: *Performer Plus #2112. See pages 125-126 for specifications.*



Performer EPS #2703 with Oil Fill Tube



CHEVROLET 262-400 SMALL-BLOCK V8

PERFORMER EPS (IDLE-5500 RPM)

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

	Satin	Polished	Black	EnduraShine
Performer EPS (non-EGR) 🔴🔵🟡	#2701	#27011	#27013	#27014
Performer EPS with Oil Fill Tube Included (non-EGR) 🔴🔵🟡	#2703	#27031*	#27033	#27034

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11)*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold ht: A-3.74", B-4.80"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.15" x 1.87".* ***Camshaft Recommendations:*** *#2102, #2103, #2208, #2209. See pages 125-126 for specifications.*

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

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

EMISSIONS GUIDE

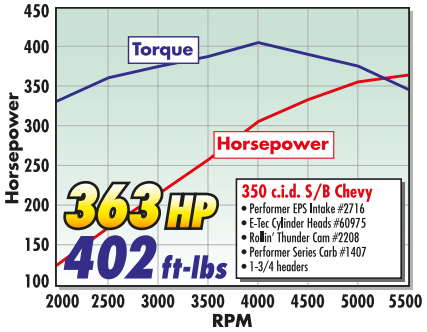
🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHEVY



Performer EPS Vortec #2716



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



Performer #2101



Performer #3701 with EGR



Performer Vortec #2116



Performer #2104

PERFORMER EPS VORTEC (IDLE-5500 RPM)

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

	Satin	Polished	Black	EnduraShine
Performer EPS Vortec (non-EGR) ●	**#2716**	**#27161***	**#27163**	**#27164**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11)*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7235.*** *Manifold ht: A-3.96", B-5.08"; Carb pad height: 4.52" (see pages 81-82). Port exit is 2.05" tall with slanted side walls.* ***Camshaft Recommendations:*** *#2102, #2103, #2208, #2209. See pages 125-126 for specifications.*

PERFORMER - '86 & EARLIER (IDLE-5500 RPM)

Designed for street 1955-86 small-block Chevys. Performers accept late-model choke, water neck, air-conditioning, alternator and H.E.I. Has provisions to add oil fill tube. Not for 1987 and later cast iron or Chevy Bowtie heads. Will fit 1987 and later stock aluminum heads.

	Satin	Polished
Performer (non-EGR) ●●●	**#2101**	**#21011**
Performer (EGR) ●●●	**#3701**	**#37011***

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 9-11), use bracket #8031 or #8036 for 1972-78.*
Installation Notes: *Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3701, EGR spacer #1476 is required. #1476 is required with #3701 on centerbolt heads with 1986 & earlier bolt pattern. Choke plate #8901 included Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see pages 81-82). Port exit dimensions: 1.14" x 1.88".* ***Camshaft Recommendations:*** *#2102, #2103, #2208, #2209. See pages 125-126 for specifications.*

PERFORMER VORTEC (IDLE-5500 RPM)

Based on the popular and powerful Edelbrock #2101, this dual-plane intake is designed for the street rod, industrial and engine swap market utilizing 262-400 c.i.d. Chevy V8's with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. Manifold has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. No provision for exhaust heated chokes. Accepts both square-bore and spread-bore carbs and late model water neck, alternator, HEI and air conditioning brackets. **Will not fit under stock Corvette hood.** For high performance engines operating from 1500-6500 rpm, see the Performer RPM Vortec manifold on the next page.

	Satin	Polished	Black	EnduraShine
Performer Vortec (non-EGR) ●	**#2116**	**#21161***	**#21163**	**#21164**

Carburetor Recommendations: *OEM 4-bbl. (pre-1981, electric choke only) - Use our #8032 throttle bracket. Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11), use bracket #8032 for 1972-78*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7235.*** *Manifold height: A-3.87", B-5.28"; Carb pad height: 4.57" (see pages 81-82). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes.* ***Camshaft Recommendations:*** *#2102, #2103, #2208, #2209. See pages 125-126 for specifications.*

PERFORMER - FOR 1987-95 CAST IRON CYLINDER HEADS (IDLE-5500 RPM)

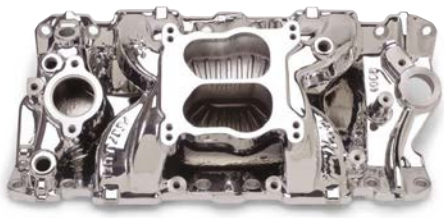
Designed for street 262-400 c.i.d. Chevy V8's that have heads with canted center bolt holes. Both accept late-model water neck, air-conditioning, alternator, H.E.I. and have rear water crossovers. #2104 accepts exhaust-heated chokes. For 1987-95 stock aluminum heads use #2101. Will not fit Chevrolet Bowtie or LT1 heads.

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

Carburetor Recommendations: *#2104: OEM 4-bbl. (pre-1981 only), use choke rod #9171, bracket #8031 or #8036 for 1972-78 Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78. #3706: OEM 4-bbl. Edelbrock Performer Series #1400, 600 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.*
Installation Notes: *Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3706, EGR spacer #1476 is required. Choke plate #8901 included with #2104. #3706 has no provision for exhaust heated chokes. Recommended intake gasket:* ***GM #10159409.*** *Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see pages 81-82). Port exit dimensions: 1.14" x 1.88".* ***Camshaft Recommendations:*** *#2102, #2103, #2208, #2209. See pages 125-126 for specifications.*

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

PART NUMBERS IN RED ARE... NEW



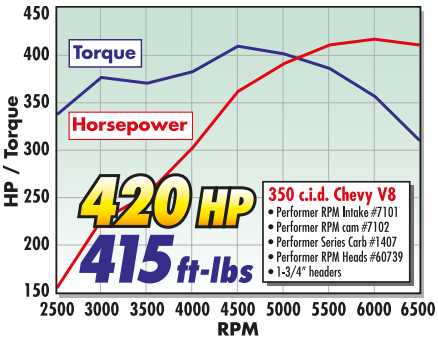
Performer Air-Gap #26014 with EnduraShine Finish

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**.

	Satin	Polished	Black	EnduraShine
Performer Air-Gap (non-EGR) 🔵🟡	#2601	#26011	#26013	#26014
Performer Air-Gap for 1987-95 Cast Iron Heads (non-EGR) 🔵🟡	#2604	#26041*	N/A	N/A

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7201 (#2601);*** *GM #10159409 (#2604). Manifold height: A-3.72", B-4.92" (.27" taller than #2101); Carb pad height: 4.32" (see pages 81-82). Port exit dimensions: 1.14" x 1.88".* ***Camshaft Recommendations:*** *Performer Plus #2102 and #2103. See page 125-126 for specifications.*



PERFORMER RPM (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8's for maximum power and a broad torque curve for high-performance street/marine engines. Provides power like a single-plane and throttle response like a dual-plane. Has provisions to machine for an oil fill tube. No provisions for exhaust heated or stock-style choke. Accepts late-model water neck, air-conditioning, alternator and H.E.I. Will fit cast iron Chevrolet Bowtie heads, but will not fit 1987 and later cast iron heads. **Will not fit under stock Corvette hood.** Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
Performer RPM (non-EGR) 🔵🟡	#7101	#71011	#71013	#71014



Performer RPM #71014 with EnduraShine Finish

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.* ***Installation Notes:*** *Use #8504 Edelbrock bolt kit. Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-4.20", B-5.25" (.70" taller than #2101); Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.16" x 1.92".* ***Camshaft Recommendations:*** *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*

PERFORMER RPM Q-JET (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8's for spread-bore (Q-Jet) or square-bore carbs. Delivers maximum power and a broad torque curve for high-performance street. Carb pad will accept square-bore carbs without adapters. **#2504** Marine features brass lined front water crossover and brass flange inserts to cover the rear water openings. **#2506** Marine intake fits 1987-95 262-400 c.i.d. Chevy. Performer RPM Q-Jet has same provisions as #7101. **Will not fit under stock Corvette hood.**

	Satin	Polished
Performer RPM Q-Jet (non-EGR) 🔵🟡	#7104	#71041*
Performer RPM Q-Jet Marine Application (non-EGR) 🔵🟡	#2504	N/A
Performer RPM Q-Jet Marine Application 1987-95 (non-EGR) 🔵🟡	#2506	N/A



Performer RPM Q-Jet #7104

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use bracket #8031 or #8036 for 1972-78. #2504 and #2506 use #1409/#1410 Edelbrock carburetor.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.16" x 1.92". Use rod #9172 for divorced choke with Q-Jet.*
Camshaft Recommendations: *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*

PERFORMER RPM VORTEC (1500-6500 RPM)

Based on the powerful Edelbrock #7101, this single four-barrel intake is designed for the street rod, marine and engine swap market utilizing 262-400 c.i.d. Chevy V8's with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. **#2516 Marine** intake features brass lined front water crossover and brass flange inserts to cover the rear water openings. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Manifold #7116 accepts square-bore carbs only. For street and marine engines operating from idle-5500 rpm, see the Performer Vortec manifold on page 31 or Performer Vortec EPS on page 31. **Will not fit under stock Corvette hood**. Available with satin, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
Performer RPM Vortec (non-EGR) 🟡	#7116	#71161*	#71163	#71164
Performer RPM Vortec Marine Application (non-EGR) 🟡	#2516	N/A	N/A	N/A



Performer RPM Vortec #71164 with EnduraShine Finish

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8032 for 1972-78. #2516 use #1409/#1410 Edelbrock carburetor.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7235*** *or GM #89017465.* ***Manifold height:*** *A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 20.* ***Camshaft Recommendations:*** *Performer RPM #7102, #2201 and #2204. See page 125-126 for specifications.*



Performer RPM Marine Vortec #2516

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHEVY



RPM Air-Gap #75013

RPM AIR-GAP (1500-6500 RPM)

THE ORIGINAL... OUR PROVEN, RACE-WINNING DESIGN IN A DUAL-PLANE MANIFOLD

Designed for 1955-86 262-400 c.i.d. Chevrolet V8's, the award-winning RPM Air-Gap incorporates the same race-winning technology that's used on our Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. The heater outlet boss is angled for proper fit over the valve cover. The temp sensor boss clears all waternecks. Available with satin, polished, black powder coated or EnduraShine finish, see page 26. ***NOTE:*** For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover. Not for 1987 and later cast iron heads and **will not fit under stock Corvette hood**. Will not fit L98 cylinder heads.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap (non-EGR)	#7501	#75011	#75013	#75014

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.* ***Installation Notes:*** *Accepts all 1976 and later alternator and A/C brackets for the street. Use #8504 Edelbrock bolt kit. Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-4.20", B-5.25" (same as #7101); Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.14" x 1.95".*
Camshaft Recommendations: *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*



RPM Air-Gap #75014 with EnduraShine Finish

RPM AIR-GAP VORTEC (1500-6500 RPM)

Based on the powerful Performer RPM Vortec #7116, this single four-barrel intake is designed for 262-400 c.i.d. Chevy V8's with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Includes rear water outlets, nitrous bosses, a temp sensor boss that clears all waternecks, two distributor clamp locations and a heater outlet boss that's angled for proper fit over the valve cover. Accepts 1976 and later alternator and air-conditioning brackets for street installations. For square-bore carbs. No provision for exhaust-heated chokes and no exhaust crossover. **Will not fit under stock Corvette hood**. Available with satin, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap Vortec (non-EGR)	#7516	#75161*	#75163	#75164

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8032 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7235*** *or GM #89017465. Manifold height: A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 27. Port exit is 2.05" tall with slanted side walls.* ***Camshaft Recommendations:*** *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*



Torker II #5001

TORKER II (2500-6500 RPM)

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

	Satin	Polished
Torker II (non-EGR)	#5001	#50011

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7201****. Manifold height: A-3.53", B-4.63"; Carb pad height: 4.08" (see pages 81-82). Port exit dimensions: 1.09" x 1.73".* ***Camshaft Recommendations:*** *Torker Plus #5002. See page 126 for specifications.*



C-26 #5425

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

For 1955-86 262-400 c.i.d. S/B Chevys, this dual-quad has a low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. Stock alternator brackets do not fit. Carb center to carb center: 6-7/16". Accepts oil fill tube and breather #4803. Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. Available with satin, polished or EnduraShine finish, see page 26.

	Satin	Polished	EnduraShine
C-26 (non-EGR)	#5425	#54251*	#54254

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11).*
Installation Notes: #5425: *Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-2.95", B-3.55"; Carb pad height: 3.25" (see pages 81-82). Port exit dimensions: 1.18" x 1.90". H.E.I. will fit.*



C-26 #54254 with EnduraShine Finish

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

PART NUMBERS IN RED ARE... NEW



C-26 Vortec #5426

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

For 262-400 c.i.d. Chevy V8's with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. This dual-quad has a low profile for hood clearance on most vehicles. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Stock alternator brackets do not fit. 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. Available with satin or polished finish.

	Satin	Polished
C-26 Vortec (non-EGR) 🟡	**#5426**	**#54261***

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11).*
Installation Notes: #5426: *Recommended intake gasket:* ***Edelbrock #7235.*** *Manifold height: A-3.15", B-3.75"; Carb pad height: 3.45" (see pages 81-82). Port exit 2.05" tall with slanted side walls. H.E.I. will fit.*



RPM Air-Gap Dual-Quad #7525

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

Designed for 1955-86 S/B Chevys, this intake stands 1-5/8" taller than the low-profile C-26 intake and offers performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap® design that separates the runners from the hot engine valley for a cooler, denser charge. Also available as a complete carb and manifold kit, see page 140. **Will not fit under stock Corvette hood.** Available with satin aluminum, polished or EnduraShine finish, see page 26.

	Satin	Polished	EnduraShine
RPM Air-Gap Dual-Quad (non-EGR) 🔵🟡	**#7525**	**#75251***	**#75254**

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11).*
Installation Notes: *H.E.I. will not fit. Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-4.57", B-5.20"; Carb pad height: 4.89" (see pages 81-82). Port exit dimensions: 1.16" x 1.92". Carb center-to-center distance: 6-7/16".*
Camshaft Recommendations: *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*



RPM Air-Gap Dual-Quad #75251

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.





RPM Air-Gap Dual-Quad Vortec #7526

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 140.

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).*
Installation Notes: *H.E.I. will not fit. Recommended intake gasket:* ***Edelbrock #7235.*** *Manifold height: A-4.74", B-5.46"; Carb pad height: 5.10" (see pages 81-82). Port exit 2.05" tall with slanted side walls. Carb center-to-center distance: 6-7/16".* ***Camshaft Recommendations:*** *Performer RPM #7102, #2201 and #2204. See pages 125-126 for specifications.*



Chevrolet C-357-B #5418

C-357-B TRIPLE-DEUCE (IDLE-5500 RPM)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, this manifold has a balanced 180° firing order port runner arrangement. It contains an exhaust gas heat crossover and offers excellent performance potential. #5418/#5419 has machined front oil filler tube pad with boss. #5418 is machined for 3-bolt carburetors. Carb center-to-center: 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. #5418 & #5419 accept Oil Fill Tube and Breather #4803.

	Satin	Polished
C-357-B for Edelbrock 94 3-Bolt Carbs (non-EGR) 🔵🟡	**#5418**	**N/A**
C-357-B for 4-Bolt Carbs (non-EGR) 🔵🟡	**#5419**	**#54191**
Progressive Linkage Kit (for Edelbrock 94 carbs only) 🔵🟡	**#1033**	**N/A**

Carburetor Recommendations: *Rochester 2GC (small 1-7/16" bore) for #5419 , Edelbrock 94 #1151 3-bolt (with 1-1/4" bore) for #5418.* ***(1)*** *Edelbrock 94 #1151 and (2) Edelbrock 94 #1152. (see pages 12).* ***Installation Notes:*** *H.E.I. will not fit. Recommended intake gasket:* ***Edelbrock #7201****. Manifold height: A-3.9", B-4.6" for #5419; A-3.77", B-4.88" for #5418. Carb pad height: 4.25" (for #5419), 4.325" for #5418. (see pages 81-82). Port exit dimensions: 1.12" x 1.87".*



Chevrolet C-357-B #54191

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHEVY



C-357-B Vortec Intake Manifold #5417

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

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

	Satin	Polished
C-357-B Vortec for Edelbrock 94 3-Bolt Carbs (non-EGR) 🟡	**#5414**	**N/A**
C-357-B Vortec for 4-Bolt Carbs (non-EGR) 🟡	**#5417**	**#54171***

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



Ram Log Manifold #2150

RAM LOG INTAKE MANIFOLD

An exact reproduction of the original Edelbrock Ram Log manifold introduced in the late 1950's by Vic Sr. for 283-327 small-block Chevy. This manifold features large free-flowing straight runners for six, 3-bolt carburetors such as our Edelbrock 94 #1152. Oval carb opening measures 1.38" x 2.76". Includes machined oil fill tube provision and period correct casting features for the best vintage look and performance for your small-block Chevy street rod application. 94 Carburetor #1152, Linkage Kit #1031, 6x2 Fuel Log Kit #1287 and Oil Fill Tube and Breather #4803 available separately.

Ram Log Manifold for 283-327 Small-Block Chevy (non-EGR) 🔵🔴	**#2150**
Linkage Kit for Small-Block Chevy Ram Log Manifold	**#1031**
Small-Block Chevy Six Carburetor Fuel Log Kit	**#1287**
Ram Log Complete Vintage Manifold and Carb Kit	**#2018**

Carburetor Recommendations: Edelbrock 94 #1152 *3-bolt.*
Installation Notes: *H.E.I. will not fit. Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height: A-5.90", B-5.90". Carb pad height: 5.90" (see pages 81-82). Port exit dimensions: 1.20" x 1.94".*



Street Tunnel Ram #7110

STREET TUNNEL RAM (3500-7500 RPM)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8's operating below 7500 rpm where low-end torque is not a prime factor. Great for engines with slightly modified heads. Will not fit 1987 and later cast iron heads. Use with cam kit #5002 for low-end torque or cam kit #7102 for top-end power.

	Satin	Polished
Street Tunnel Ram (complete manifold - base and top) 🔵🔴	**#7110**	**#71101**
Street Tunnel Ram (base only)	**#7067**	**N/A**
Street Tunnel Ram (top only)	**#7032**	**N/A**
Throttle Linkage for Forward Mounted Carbs		**#7097**
Throttle Linkage for Sideways Mounted Carbs		**#7071**
Gasket (included with base and top)		**#6999**

Carburetor Recommendations: *Edelbrock Performer Series carb #1404, 500 cfm, Edelbrock Thunder Series AVS Series carb #1802, 500 cfm, (see pages 9-11) - for forward mount only. Holley #0-9776 (450 cfm) - for sideways mount only.*
Installation Notes: *Top has vacuum outlet for power brakes. Manifold will accept forward and sideways mounted carbs. Distance from carb center to carb center: 8.875". H.E.I. ignition will not clear manifold. Recommended intake gasket:* ***Edelbrock #7201.*** *Manifold height (top with bottom): A-9.00", B-9.60"; Carb pad height: 9.30" (see pages 81-82). Port exit dimensions: 1.12" x 2.12".*



Throttle Linkage Kit #7097



Pro-Flo XT #71373

PRO-FLO XT EFI (1500-7000 RPM)

Pro-Flo XT intake manifolds are engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque band throughout the rpm range. Choose satin aluminum or black powder coated finish for 1957-86 S/B Chevy or S/B Chevy with E-Tec/Vortec heads.

	Satin	Polished	Black
Pro-Flo XT (1986 and earlier) 🔵🔴	**#7137**	**#71371***	**#71373**
Pro-Flo XT Vortec 🔴🟡	**#7138**	**#71381***	**#71383**
Fuel Rail Kit for S/B Chevy (Compatible with Standard or Pico injectors)			**#3627**

Throttle Body Recommendations: *Edelbrock #3869 or #38693.* ***Water Outlet:*** *Due to the limited clearance below the throttle body flange, a low profile thermostat housing must be used such as GM #12342024 (chrome) or Trans-Dapt #9929.*
Installation Notes: *Recommended gasket:* ***Edelbrock #7201****, use* ***Edelbrock #7235*** *for #7138, #71381 & #71383.* ***Manifold Dimensions: #7137*** *A-9.00", B-8.20", C-14.80".* ***#7138*** *A-9.20", B-8.40", C-14.80" (see pages 81-82).*

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

PART NUMBERS IN RED ARE... NEW



Performer T.B.I. EGR #3704

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

Designed for 1987-95 305/350 c.i.d. 5.0/5.7L Chevy throttle body injected (T.B.I.) engines. Accepts all OEM equipment and **small-bore (1-11/16") throttle body injectors only.** Computer chip is supplied free of charge with proof of purchase of manifold, cam and heads. Will not fit Caprice or Buick and Cadillac "B" bodies.

	Satin	Polished
Performer T.B.I. (EGR) ●	#3704	#37041*

Injector Recommendations: *Use stock Throttle Body Injection unit.* ***Installation Notes:*** *Recommended intake gasket:* ***GM #10159409****. Manifold height: A-3.70", B-5.10"; TBI pad height: 4.40", .250" taller than stock (see pages 81-82). Port exit dimensions: 1.13" x 1.87".* ***Camshaft Recommendations:*** *Performer Plus #3702. See page 125-126 for specifications.*



Victor Jr. Sportsman 2V #2901

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

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

Victor Jr. Sportsman 2V ● ..... **#2901**
Victor Jr. Sportsman 2V for Vortec Heads ● ..... **#2912**
Replacement Carb Base Gaskets for Victor Jr. Sportsman 2V (6 gaskets) ..... **#6940**

Carburetor Recommendations: *Holley #0-4412 (500 cfm).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7217*** *or Fel-Pro #1206 for #2901;* ***for #2912 use Edelbrock #7235*** *or GM #89017465.*
See pages 81-82 for manifold reference dimensions.



Victor Jr. #2975

VICTOR JR. 23° (3500-8000 RPM)

These versatile manifolds are excellent for many applications from drag to circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low-profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. When carb spacers are not allowed, the #2999 should be used. **#72975** features a pre-assembled ready to bolt-on direct port nitrous system out-of-the-box, see page 27. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1206.

	Satin	Polished	EnduraShine
Victor Jr. ●	#2975	#29751*	#29754
Victor Jr. with Pre-Assembled Direct Port Nitrous System ●	#72975	N/A	N/A
Victor Jr. Port Matched ●	#2900	#29001*	N/A
Victor Jr. Tall (1" taller) ●	#2999	#29991*	N/A

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



Victor Jr. with Nitrous #72975

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

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

Bowtie II Victor Jr. ● ..... **#2972**

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



Bowtie II Victor Jr. #2972

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

MATCHING EDELBROCK PARTS FOR S/B CHEVY



Description	Page No.
Performer Cylinder Heads	91
Roller Timing Set	131
Cam Gear Drive	130
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224

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EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHEVY RACE



Super Victor #2925

SUPER VICTOR 23° (3500-8000 RPM)

Designed for heads with a standard port location, the runners match "flat floor" entry 23° heads. Carb pad height is 5-1/2" (from end seals) and overall, the #2925 is about one-inch taller than our Victor Jr. intake #2975. Runners have a 2.80 square-inch cross-section. **#72925** features a pre-assembled ready to bolt-on direct port nitrous system out-of-the-box, see page 27. **Super Victor CNC #2825 is CNC machined in all critical areas**, plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. For standard displacement engine builds.

	Satin	Polished	EnduraShine
Super Victor for 23° Heads ●	**#2925**	**#29251***	**#29254**
Super Victor with Pre-Assembled Direct Port Nitrous System ●	**#72925**	**N/A**	**N/A**
Super Victor CNC ●	**#2825**	**#28251***	**N/A**

Carburetor Recommendations: *Use appropriate standard flange square-bore racing carb.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7201*** *For #2925/#29254 and Fel-Pro #1206 for #2825.*
See pages 81-82 for manifold reference dimensions.



Super Victor 23° Raised Port #2926

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

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

	Satin	Polished
Super Victor for Raised Port 23° Heads ●	**#2926**	**#29261***

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



Super Victor 4500 #2970

SUPER VICTOR 4500 23° (3500-8000 RPM)

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

	Satin	Polished
Super Victor 4500 for 23° Heads ●	**#2970**	**#29701***
Super Victor 4500 for Raised Port 23° Heads ●	**#2971**	**N/A**

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



Super Victor II Manifold #2892

SUPER VICTOR II (4000-8000 RPM)

This small-block Chevy manifold is designed to work with modern high flowing 23° heads on large cubic inch applications. The runner area at the plenum is 25% larger than our Super Victor #2925, and the port exits are machine-matched for use with a Fel-Pro #1206 intake gasket. Out-of-the-box modern casting techniques create smooth, thin and extended divider walls for "out-of-the-box" performance. This intake is machined for 4150 style carburetors. Can be port matched up to #1207 (1.38" x 2.28").

Super Victor II Small-Block Chevy ● ..... **#2892**

Installation Notes: *Minimum recommended intake gasket* ***Edelbrock #7217****.* ***Manifold Ht:*** *6.56" (A & B).*
Port exit dimensions: 1.28" x 2.19". See pages 81-82 for manifold reference dimensions.



Victor E #2978

VICTOR E 23° (4500-8500 RPM)

Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to the small port heads used in NHRA Super Stock classes. 1" or 2" spacers can be used for performance tuning. The large plenum and runner volume of this manifold is also ideal for alcohol-fueled applications.

Victor E ● ..... **#2978**
Victor E EFI ● ..... **#29785**
Victor E EFI Fuel Rail Kit (Compatible with Standard or Pico injectors) ..... **#3630**

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

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

PART NUMBERS IN RED ARE... NEW



Victor Ram #7070 with Top #7073

VICTOR RAM 23° (6500-10,000 RPM)

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

	Satin	Polished
Victor Ram (base only) ●	#7070	#70701*
Victor Ram - 2 Standard-Flange, Sideways (top only) ●	#7073	#70731*
Throttle Linkage	#7071	N/A
Top Gasket (included with top)	#6988	N/A

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



Victor 18° #2959

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

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

Victor 18° 3.2 ● ..... **#2959**
Water By-Pass Kit ..... **#8095**

Installation Notes: *Recommended intake gasket: Fel-Pro #1282. See pages 81-82 for manifold reference dimensions.*



Water By-Pass Kit #8095

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.





Victor Glidden 18° #2859

VICTOR 15°-18° CHEVY (5000-8500 RPM)

Victor Glidden #2859 is for all-out nitrous-assisted drag race applications. Designed with noted drag racer Billy Glidden, it features intake runners with a large cross-section area of 3.2 square-inches for maximum high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18° heads. Carb mount flange and plenum are machined for 4500 Series carburetors and require port matching and blending prior to use.

Victor Glidden (for 15° and 18° Chevy with 4500 Series carburetor) ● ..... **#2859**

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



Victor SB2 Spider #2883

VICTOR SB2 DOMINATOR SPIDER (5000-8500 RPM)

Victor SB2 #2883 and #2884 unleash the true potential of SB2 cylinder heads. #2884 is based off a Keith Dorton modified manifold #2866, which gained 60 HP over the 4150 version. #2883 is slightly significantly smaller with material added for maximum porting options. These manifolds can be used with Edelbrock SB2 valley plate #2853 which has integrated water passages for optimal water distribution management.

Victor SB2 Spider with Dominator flange (small-port) ● ..... **#2883**
Victor SB2 Spider with Dominator flange Large Port ● ..... **#2884**
Victor SB2 Valley Plate ..... **#2853**

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



Victor Glidden Spider #2858

VICTOR GLIDDEN 15°-18° SPIDER (5000-8500 RPM)

Intended for 375 c.i. and up high output drag race engines, this manifold was developed in conjunction with noted drag racer Billy Glidden and is specifically designed to complement the flow characteristics of fully ported 18° and 15° cylinder heads. It features a 4500 series carb flange, and the dividers are pulled back to increase plenum size and shorten the runners for improved high rpm performance. The runners are wider at the plenum, producing approximately 3.6 square inches area at the opening.

Victor Glidden Spider-Type Manifold (for 15° and 18° heads) ● ..... **#2858**
Victor 18° Base (base of two-piece manifold) ● ..... **#2992**

Installation Notes: *Must be used with Edelbrock base plate #2992. Recommended intake gasket:* ***Edelbrock #7218*** *or Fel-Pro #1282 (spider and manifold), #1254 (base). See pages 81-82 for manifold reference dimensions.*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHEVY RACE



Two-piece Manifold #28468

VICTOR TWO-PIECE DESIGN (5000-8500 RPM)

The Victor Two-Piece manifolds were developed to simplify CNC manifold porting. They are supplied in right and left halves that can be machined and then assembled with the supplied bolts and o-ring. Victor Two-Piece manifolds are available for various applications from standard 9" deck 18° cylinder heads to 9.3" deck Clements/Dart 13° cylinder heads as well as SB2 and ROX engines.

Applications	Bore Center	Flange Thickness	Maximum Deck Height	Emissions Code	Valley Plate Part No.	Manifold Part No.
Conventional 18° Cylinder Heads	4.4"	Standard	9.000"	●	#2855	#2846
Brodix, All Pro & Dart (13° hi-port designs)	4.4"	0.747"	9.080"	●	#2855	#2844
Brodix 13°	4.5"	Standard	9.080"	●	#2855	#2840
Conventional 18° cylinder heads, Brodix, All Pro & Dart	4.4"	0.989"	9.300"	●	#2856	#28468
Brodix 13°	4.5"	0.990"	9.300"	●	#2856	#28408
Brodix 10°	4.5"	Standard	9.080"	●	#2855	#2845
Brodix 10°	4.5"	0.990"	9.500"	●	#2856	#28458
SB2	4.4"	Standard	9.080"	●	#2853	#2847
ROX	4.5"	Standard	9.080"	●	#2851	#2848

Installation Notes: *Conventional 18° applications will require additional machining of manifold and valley plate for desired clearance when using valley plate #2855. Valley plate #2992 can also be used when less machining is desired. When using thick flange manifolds, machining of backside of flange is recommended for weight reduction.*



Valley Plate #2855



Victor E-TEC EFI Manifold #29145

VICTOR E-TEC EFI (2500-8000 RPM)

The 29145 is a Vortec/E-Tec version of our popular Victor E 23° EFI manifold and is intended for EFI applications like our Pro-Flo 3 EFI system. This manifold features a similar deep plenum and tapered cross-sections like the Victor E 23° and is compatible with standard, square-bore, throttle bodies. **This manifold is one inch shorter than the existing Super Victor E-Tec EFI #29135.** It also has provisions for water bypass so it can be used on Vortec engine blocks and accepts OEM alternator brackets.

Victor E-Tec EFI ● ..... **#29145**
Victor E EFI Fuel Rail Kit (Compatible with Standard or Pico injectors) ..... **#3630**

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



Victor E EFI Fuel Rail Kit #3630

SUPER VICTOR VORTEC (4000-8000 RPM)

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

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

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



Super Victor Vortec #2913

SUPER VICTOR VORTEC BOWTIE (4000-8000 RPM)

Designed specifically for use with GM cast-iron Vortec Bowtie cylinder heads #25534351 (185cc) and #25534371 (215cc). It features raised runners that closely match the port shape and location of these heads, and is the best choice for racing classes that prohibit modification to the manifold. It features the original 6-bolt pattern and 7/8" inch of additional carb pad height (compared to previous raised-runner manifolds such as #2926).

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

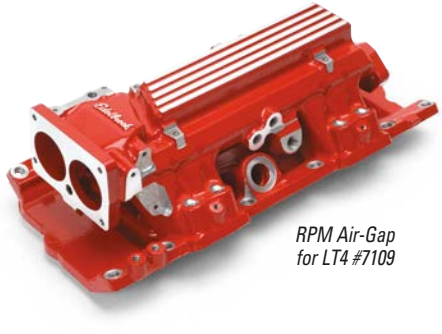
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7206, #7207,*** *(see page 85-86 for gasket specs).*
See pages 81-82 for manifold reference dimensions.



Super Victor Vortec Bowtie #2814

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

PART NUMBERS IN RED ARE... NEW



RPM Air-Gap for LT4 #7109

CHEVROLET LT1 AND LT4 V8

RPM AIR-GAP (1500-6500 RPM)

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

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

Installation Notes: *Recommended intake gasket:* ***LT1: Edelbrock #7243*** *or GM #12524653,* ***LT4: Edelbrock #7244*** *or GM #12367777. Manifold height: A-6.00", B-6.00" (see pages 81-82 for reference dimensions). LT1 port exit dimensions: A-2.06" x B-1.15", LT4 port exit dimensions: A-2.12" x 1.20".*

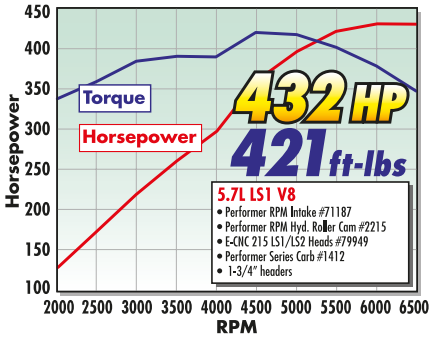


Performer RPM LS1 Manifold and Timing Control Module #7118

CHEVROLET LS1 V8

PERFORMER RPM LS1 (1500-6500 RPM)

This powerful manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L). It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 rpm. The Performer RPM LS1 is available with an optional wiring harness and electronic Timing Control Module made by MSD®; **this ignition module is for LS1 (24x) ignitions only** and works with OE sensors to fire the Coil-on-Plug ignition system and offers a choice of six timing curves. A special throttle and trans bracket that works with 700R4, 2004-R and Turbo 350 transmissions is included, making the LS1 engine an easy retro-fit into any muscle car, street rod or marine application.



	Satin	Polished
Performer RPM LS1 Manifold & Timing Control Module (non-EGR) ●	**#7118** (A)	**#71181***
Performer RPM LS1/LS2 Manifold Only (non-EGR) ●	**#71187**	**#711871***
LS1 (24x) Timing Control Module	**#91238** (A)	

Carburetor Recommendations for the Performer RPM LS1: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11).* ***Installation Notes:*** *Uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; Manifold height: A-4.50", B-5.40"; Carb pad height: 4.95" (see pages 81-82). Port exit dimensions: .98" x 2.72".*
Note (A): *LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*



LS Timing Control Module #91238

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

Get late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518/#75184 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock LS1 Coil-on-Plug ignition system. The #75187 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD Performance). Also available, complete carb and manifold kits on page 140. Carb center-to-center measurement is 6-7/16".

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).* ***Installation Notes:*** *Uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1;* ***Manifold height:*** *A-5.05", B-5.64"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: .98" x 2.72".*



RPM Air-Gap Dual-Quad Kit #7518

Note (A): *LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS CHEVY LS



Pro-Flo XT LS1 #7139

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

The Pro-Flo XT LS1 EFI manifold is engineered with a large plenum and tapered runners to deliver maximum horsepower and broad torque band throughout the rpm range (1500-7000 rpm). Features a 90mm throttle bore opening and 2.75" port exit height. This manifold produced 30 more horsepower over a stock LS6 manifold at 6500 rpm. #7139 Accepts Pro-Flo XT throttle body #3869 or adapter #2737 and standard LS1 throttle bodies. #7140 (LS2) accepts GM OEM 90mm or Edelbrock #3869 throttle bodies. Compatible with LS1 Fuel Rail Kit #3629 (sold separately), which features -6 AN inlet and outlet.

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

Throttle Body Recommendations: *Edelbrock #3869 or #38693.* ***Installation Notes:*** *Recommended gasket: Uses LS1/LS6 style individual port O-ring seals or Edelbrock #7386.* ***#7139 Manifold Dimensions:*** *A-10.20", B-10.00", C-16.90", D-3.2", E-15°.* ***#7140 Manifold Dimensions:*** *A-9.70", B-10.00", C-16.90", D-3.1", E-15°. See pages 81-82 for manifold reference dimensions.*



Victor Jr. LS1 #2908

VICTOR JR. LS1 (3500-7500 RPM)

FOR CHEVROLET LS1 V8 CARBURETED APPLICATIONS

This compact single plane intake is capable of supporting up to 600 hp. The Victor Jr. LS1 accepts a square bore carburetor and includes an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock LS1 Coil-on-Plug ignition system. The module offers a choice of 6 built-in timing curves, each tailored for engine displacement, cam profiles, and fuel grades. The #29087 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD® Performance). Includes a throttle bracket designed to work with 700-R4, 200-4R and Turbo 350 transmissions. **Most applications will require hood modification**.

Victor Jr. LS1 Carbureted Intake Manifold with Timing Control Module ●●	**#2908** (A)
Victor Jr. LS1/LS2 Carbureted Intake Manifold Only ●●	**#29087**
Victor Jr. LS1/LS2 Competition EFI Intake Manifold Only ●●	**#29085**
Victor Jr. LS1/LS2 Competition EFI Intake Manifold and Fuel Rail Kit ●●	**#29086**
LS1 (24x) Timing Control Module	**#91238** (A)
Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)	**#3638**

Installation Notes: *Uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; See pages 81-82 for reference dimensions. Manifold height: A-4.95", B-4.95"; Carb pad height: 4.95" (see pages 81-82). Port exit dimensions: .98" x 2.74". See page 173 for EFI elbow applications.*

Note (A): *LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*



Victor Jr. LS1 #29086

SUPER VICTOR LS1 (3500-8000 RPM)

CARBURETED OR COMPETITION EFI FOR GM GEN III

Offering greater air flow potential for even bigger power gains, this manifold has been accepted by NASCAR for use in the Grand National West/Grand National East series. The carb mount pad is 1.12" taller than the Victor Jr. LS1, and the port exits have been increased to 1.08" x 2.74". Edelbrock offers the optional LS1 Timing Control Module #91238 to drive the stock LS1 Coil-on-Plug ignition system. LS2 applications require MSD's #6012 LS2 ignition controller (available through MSD Performance). Super Victor EFI LS1/LS2 manifold #28095 is for high-output competition EFI systems and features machined injector bosses. It's compatible with either our #3878 4V throttle body series or any of our square-bore EFI elbows, see page 173.

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

Installation Notes: *#28097 uses* ***Fel-Pro #1312-3****, and #28095 uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; See pages 81-82 for reference dimensions. Manifold height: A-6.07", B-6.07"; Carb pad height: 6.07" (see pages 81-82). Port exit dimensions: 1.08" x 2.74".*

Note (A): *LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*



Super Victor LS1/LS2 #28097

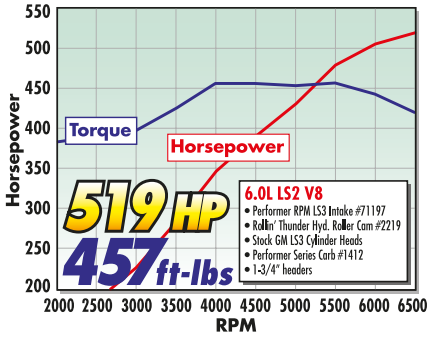


Fuel Rail Kit #3638

PART NUMBERS IN RED ARE... NEW



Performer RPM LS3 #71197



PERFORMER RPM LS3 (1500-6500 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Performer RPM LS3 is ideal for anybody looking to build a carbureted LS3 engine with an operating range between 1,500 - 6,500 rpm. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve. It features a high-rise dual-plane design combined with a plenum that has been optimized for square-bore carburetors. Our advanced casting techniques allowed us to create a lightweight casting that weighs only 14 lbs.

Performer RPM LS3 includes a provision for mounting an MSD Ignition Timing Control Module #6012, including passages for routing the coil wire harness underneath the plenum, for a clean look. A special throttle and trans bracket that works with 700R4, 200-4R and Turbo 350 transmissions is also included, making this an easy retro-fit into any muscle car, street rod or marine application. **#71196 includes MSD Ignition Timing Control Module #6012.**

Performer RPM LS3 Intake Manifold ● ..... **#71197**
Performer RPM LS3 Intake Manifold w/Timing Control Module ● ..... **#71196**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series (600-800 cfm) Carburetor.*
Installation Notes: *Uses LS3/ L92/L76 style individual port o-ring seals GM PN19256623. Manifold height: A-4.66", B-5.56"; Carb pad height: 5.11"; CA-3°. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions: 1.16" x 2.40".*



Super Victor LS3 #2821

SUPER VICTOR LS3 (3500-7500 RPM)

FOR LS GEN IV WITH LS3 CYLINDER HEADS

Designed for Gen IV LS engines equipped with L3, L92 and L76 cylinder heads, these Super Victor intake manifolds are ideal for anyone building a 700+ hp carbureted or EFI large displacement racing engine operating between 3,500 - 7,500 rpm.

These new Super Victor intake manifolds are designed with 24% larger runners than our Victor Jr. #28457 along with a larger 4500 style plenum. The large plenum makes these intake manifolds ideal for nitrous and forced induction applications. They also feature tapered runners for increased flow at high rpm.

Available with a 4150 or 4500 series carburetor flange. The Super Victor 4500 series manifolds can accommodate bores up 2.25". Super Victor #28215 and #28265 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

Super Victor LS3 Carbureted Manifold for 4500 Series Carbs ● ..... **#2821**
Super Victor LS3 EFI Manifold for 4500 Style Throttle Bodies ● ..... **#28215**

Super Victor LS3 Carbureted Manifold for 4150 Series Carbs ● ..... **#2826**
Super Victor LS3 EFI Manifold for 4150 Style Throttle Bodies ● ..... **#28265**

Super Victor LS3 EFI Fuel Rail Kit (Standard injectors, -8 AN ends) ..... **#3655**

Carburetor Recommendations: *Use appropriate 4150/4500 Series racing carburetor.*
Throttle Body Recommendations: *Edelbrock #38783 or #38883.* ***Fuel Rail Recommendations:*** *Use Edelbrock fuel rail kit #3655.*
Installation Notes: *Uses LS3/L76/LS92 style individual port o-ring seals GM PN19256623. Manifold height: A-7.67", B-7.67"; Carb pad height: 7.67". Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions machine matched: 1.27" x 2.58".*



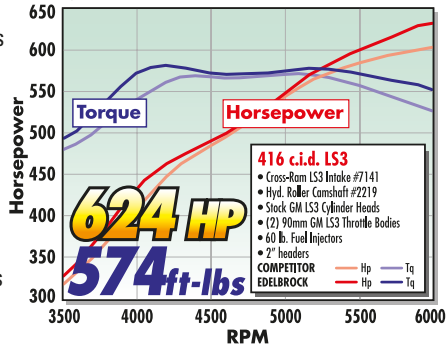
Cross-Ram LS3 #7141



Cross-Ram LS3 #71413

CROSS-RAM LS3 (1500-7000 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1,500 - 7,000 rpm. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90mm GM LS3 throttle bodies. The unique cross-ram dual-plenum design is ideal for twin turbo applications. When matched with high flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. **Dyno testing resulted with gains of 27 horsepower and 28 ft-lbs. of torque over a popular aftermarket manifold.**



Cross-Ram LS3 Manifold (with red powder coating) ● ..... **#7141**
Cross-Ram LS3 Manifold (with black powder coating) ● ..... **#71413**
Cross-Ram LS3 Fuel Rail Kit (Standard injectors, -6 AN ends) ..... **#3654**

Throttle Body Recommendations: *2x GM LS# 90mm.*
Fuel Rail Recommendations: *Use Edelbrock fuel rail kit #3654.*
Installation Notes: *Uses LS3/L76 style individual port o-ring seals GM PN19256623 or* ***Edelbrock #7395.***
Plenum gaskets use Edelbrock #7271. Manifold height: A-9.35", B-8.01", C-17.50", D-2.65" E-0° vertical x 5° inward; Port exit dimensions: 1.19" x 2.48".

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS CHEVY LS



Victor Jr. LS3 #28457

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

FOR LS GEN IV WITH RECTANGULAR PORT CYLINDER HEADS

Designed for Gen IV LS engines equipped with LS3, L92 and L76 cylinder heads, this manifold is for EFI or carbureted racing applications operating between 3500-7500 rpm. This manifold uses a standard square-bore carb flange that is compatible with both Edelbrock EFI intake elbows and single bore 90mm throttle body or four-barrel #4150 throttle bodies. EFI manifold #28455 has additional bosses and machining that allow for the use of fuel injectors when combined with the #3638 fuel rail kit (sold separately). The LS3, L92 and L76 all use the same cylinder head. **L92 heads are only compatible with a 4.00" and larger bore diameters; smaller bores (including most 5.7L blocks) will require valve reliefs cut into the block.**

Victor Jr. LS Series Gen IV Carbureted Manifold for LS3, L76, L92 Heads ●● ..... **#28457**
Victor Jr. LS Series Gen IV EFI Manifold for LS3, L76, L92 Heads ●● ..... **#28455**
Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands) ..... **#3638**

Throttle Body Recommendations: *Edelbrock #38783.* ***Installation Notes:*** *Uses LS3/L76/L92 style individual port O-ring seals GM PN19256623, L92 heads are intended for 4.00" bores and will not work with 5.7L blocks without valve reliefs.* ***Manifold Dimensions:*** *R-1.85", F-0.57", H-2.42", CH-7.40", CA-0°. See pages 81-82 for manifold reference dimensions. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad.*



Valley plate #7788 for GM LS1/LS6 Engines

LS1/LS6 VALLEY PLATE

This as cast aluminum plate is intended for use on 1997-2004 GM LS1/LS6 engines and similar GM Gen III engines that have been converted from EFI to carbureted set ups. The plate includes a breather boss that will need to be drilled and tapped by those retaining the stock LS6 breather configuration or for LS1 users looking to convert to a LS6 style. **Will not work with LS2, LS7, LSX or any other GM GEN IV engines.**

LS1/LS6 Valley Plate ..... **#7788**

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Super Victor LS7 #2887



Super Victor LS7 #28875

SUPER VICTOR LS7 (3500-8000 RPM)

FOR LS GEN IV WITH LS7 CYLINDER HEADS

These manifolds are designed for Gen IV LS engines equipped with LS7 cylinder heads or Edelbrock Pro-Port Victor Jr. cylinder heads. These manifolds are .75" taller than our LS3 Super Victor intakes. The new Super Victor intake manifold #2887 is capable of airflow demands of 750+ hp on naturally aspirated engines. The larger plenum version #2890 for 4500 Series carburetors has an increased intake runner area and is capable of 800+ hp operating in the 3,500-8,000 rpm range. Super Victor #28905 and #28875 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

Super Victor LS7 Carbureted Manifold for 4500 Series Carbs ● ..... **#2890**
Super Victor LS7 EFI Manifold for 4500 Style Throttle Bodies ● ..... **#28905**
Super Victor LS7 Carbureted Manifold for 4150 Series Carbs ● ..... **#2887**
Super Victor LS7 EFI Manifold for 4150 Style Throttle Bodies ● ..... **#28875**
Super Victor LS7 EFI Fuel Rail Kit (Standard injectors, -8 AN ends) ..... **#3649**

Carburetor Recommendations: *Use appropriate 4150/4500 Series racing carburetor.*
Throttle Body Recommendations: *Edelbrock #38783 or #38883.* ***Fuel Rail Recommendations:*** *Use Edelbrock fuel rail kit #3649.* ***Installation Notes:*** *Recommended intake gasket: Edelbrock #9746, LS7 style individual port o-ring seals GM PN89017852. Uses standard intake Edelbrock bolt kit #8515. Manifold height: A-8.42, B-8.42"; Carb pad height: 8.42". Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions machine matched: 1.34" x 2.38".*



Super Victor LS-R #28235

SUPER VICTOR LS-R (4000-8500 RPM)

These two-piece manifolds are intended for LSR high performance race applications operating in the 8,000 rpm range utilizing Edelbrock Pro-Port LS-R cylinder heads. The single plane design features a Dominator 4500 series carburetor flange and is capable of producing near 1,000 hp. Super Victor manifold #2823 is intended for carbureted use while #28235 features machined fuel injector bosses for EFI applications. LS-R fuel rail kit, #3510, is available separately. Port exits are tipped 6.5°.

Super Victor LS-R Carbureted Manifold ● ..... **#2823**
Super Victor LS-R EFI Manifold ● ..... **#28235**
Super Victor LS-R Fuel Rail Kit (Standard injectors, -8 AN ends) ..... **#3510**

Throttle Body Recommendations: *Edelbrock #38783.*
Installation Notes: *Recommended intake gasket: Edelbrock #7290* ***Manifold Dimensions:*** *R-1.20", F-.99", H-2.19", CH-6.02", CA-0°. See pages 81-82 for manifold reference dimensions. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad.*

PART NUMBERS IN RED ARE... NEW



Performer RPM #7158



CHEVROLET 348/409 W-SERIES V8

PERFORMER RPM *(1500-6500 RPM)*

These Performer RPM intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our **Performer RPM "W"-series heads #60809, #60815 or #60819.** They both deliver improved performance in the mid to high rpm range when combined with Edelbrock carburetor's. Includes Oil Fill Tube (not installed) and matching push-in breather cap. The Oil Fill Tube and Breather are also available separately as #4803. For square-bore carburetors only.

	Satin	Polished
Performer RPM Small Port (non-EGR) 🔵	**#7158**	**#71581***
Performer RPM Large Port (non-EGR) 🔵	**#7159**	**N/A**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11).* ***Installation Notes: #7158*** *Recommended intake gasket:* ***Edelbrock #7242*** *or Fel-Pro MS9459B. Manifold height: A-4.35", B-5.54"; Carb pad height: 4.94" (see pages 81-82). Port exit dimensions: 2.06" x 1.16".* ***#7159*** *Recommended intake gasket:* ***Edelbrock #7240*** *or* ***Fel-Pro MS9788B****. Manifold height: A-4.35", B-5.54"; Carb pad height: 4.945" (see page 81-82). Port exit dimensions: 2.39" x 1.16".*



Performer RPM Dual-Quad #5408

PERFORMER RPM DUAL-QUAD *(1500-6500 RPM)*

Performer RPM Dual-Quad intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our **Performer RPM W-series heads #60809, #60815 or #60819.** These manifolds deliver performance with Edelbrock Performer Series or Thunder Series AVS dual-quad carburetors, and they accept our dual-quad fuel lines, throttle linkage, and air cleaners. Includes Oil Fill Tube (not installed) and matching push-in Breather. Oil Fill Tube and Breather are also available separately as #4803. Carb center-to-center measurement is 6-7/16". Manifold and carb kits are on page 140. Available with satin or EnduraShine finish.

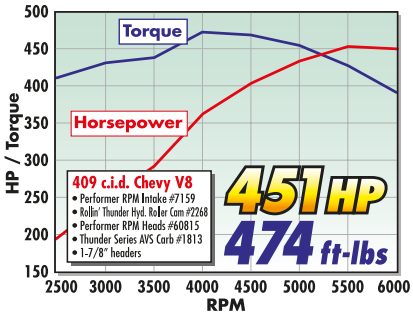
	Satin	EnduraShine
Performer RPM Dual-Quad Small Port (non-EGR) 🔵	**#5408**	**N/A**
Performer RPM Dual-Quad Large Port (non-EGR) 🔵	**#5409**	**#54094**



Performer RPM Dual-Quad #54094 with EnduraShine Finish

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11 for more information).*

Installation Notes: #5408 *Recommended intake gasket:* ***Edelbrock #7242*** *or Fel-Pro MS9459B. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see pages 81-82). Port exit dimensions: 2.06" x 1.15".* ***#5409*** *Recommended intake gasket:* ***Edelbrock #7240*** *or Fel-Pro MS9788B. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see pages 81-82). Port exit dimensions: 2.39" x 1.15".*





Black Powder Coated Performer 2-O #21613

CHEVROLET 396-502 V8

PERFORMER 2-O *(IDLE-5500 RPM)*

Designed for street 396-502 c.i.d. big-block Chevy V8's using general duty oval-port cylinder heads. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8's. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads.

	Satin	Polished	Black	EnduraShine
Performer 2-O (non-EGR) 🔵🟡	**#2161**	**#21611**	**#21613**	**#21614**
Performer 2-O (EGR) 🔵🟡	**#3761**	**#37611***	**N/A**	**N/A**

Carburetor Recommendations: *#2161: Stock 4-bbl - use choke rod #9179 if needed. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), 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 pages 81-82). Port exit dimensions: 1.70"w x 1.68".* ***Camshaft Recommendations:*** *Performer Plus #2162, see page 125 for specs.*



Performer 2-O #3761

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

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

EMISSIONS GUIDE

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PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHEVY



Performer 454 T.B.I. Manifold #3764

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

Designed for street 454 c.i.d. Chevy V8's. Add our Performer High-Compression heads #60499 for even greater power gains. Features EGR in stock location. Will not fit 1991-95 vehicles.

	Satin	Polished
Performer 454 T.B.I. Mark IV (1987-90, EGR) ●	#3764	#37641*

Injector Recommendations: *Use stock Throttle Body Injection Unit.* ***Installation Notes:*** *Recommended intake gasket:* ***GM #10181398****. Manifold height: A-4.30", B-6.45" same as stock; Carb pad height: 5.37" (see pages 81-82). Port exit dimensions: 1.41"w x 1.59"t.*



Performer RPM 2-0 #7161

PERFORMER RPM 2-0 (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevy V8's with large oval-port cylinder heads (1975 and earlier), this dual-plane high rise manifold delivers outstanding horsepower while maintaining good torque and driveability. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Available with satin, polished or EnduraShine finish.

	Satin	Polished	EnduraShine
Performer RPM 2-0 (non-EGR) ●●	#7161	#71611*	#71614

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7203.*** *Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.60"w x 1.94"t. Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro.*



Performer RPM 2-0 #71614

PERFORMER RPM 2-R (1500-6500 RPM)

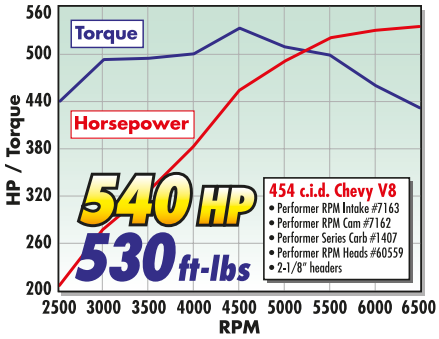
Designed for street 396-502 c.i.d. Chevrolet V8's with high-performance rectangular-port cylinder heads, this dual-plane high-rise manifold offers maximum horsepower with a broad torque curve. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment.

	Satin	Polished
Performer RPM 2-R (non-EGR) ●●	#7163	#71631

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7202.*** *Manifold height: A-4.45", B-6.0" (.25" taller than stock high-rise aluminum manifold); Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.56"w x 2.24"t. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.*



Performer RPM 2-R #7163



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Performer RPM 2-0 Q-Jet #7164

PERFORMER RPM Q-JET (1500-6500 RPM)

Designed for spread-bore carbs but also works with Edelbrock square-bore carbs without adapter on street 396-502 c.i.d. Chevy V8's with large oval-port (1975 and earlier) heads. #2561 is for marine applications and features brass lined water passage and brass flange inserts to cover rear water openings. No provisions for hot air style chokes. Accepts divorced choke, late-model waterneck, air-conditioning, alternator and HEI equipment.

	Satin	Polished
Performer RPM 2-0 Q-Jet (oval-port, non-EGR) ●●	#7164	#71641*
Performer RPM 2-0 Q-Jet Marine Manifold (oval-port, non-EGR) ●●	#2561	N/A

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7203.*** *Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.61"x 1.93". For divorced choke use #9178. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.*
Camshaft Recommendations: *Performer RPM Camshaft #7162. See 126 for specs.*



Performer RPM 2-0 Q-Jet Marine #2561

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

PART NUMBERS IN RED ARE... NEW



RPM Air-Gap 2-O #75613



RPM Air-Gap 2-O #75614



RPM Air-Gap 2-R #7562



RPM Air-Gap 2-R #75621



Torker II 2-O #5061



C-66-O #5420

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

Designed for street 396-502 c.i.d. Chevy V8's with large oval-port cylinder heads (1975 and earlier) or Edelbrock Performer/Performer RPM heads. The RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square bore carburetors only. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro. No provision for exhaust heated chokes and no exhaust crossover. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap 2-O (non-EGR) 🔵🟡	#7561	#75611	#75613	#75614

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7203****. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.60" x 1.94".*

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

Designed for street 396-502 c.i.d. Chevrolet V8's with high-performance rectangular-port heads, the RPM Air-Gap incorporates our race-winning technology. The open air space separates the runners from the hot engine oil, and as a result, the air/fuel mixture stays cooler for a denser charge and more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square-bore carbs only. No provision for exhaust heated chokes and no exhaust crossover. Available with satin, polished or EnduraShine finish, see page 26.

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7202****. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.56" x 2.24". Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.*

TORKER II 2-O (2500-6500 RPM)

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

	Satin	Polished
Torker II 2-O (non-EGR) 🔵🟡	#5061	#50611

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use bracket #8031 for 1972-78.* ***Installation Notes:*** *Recommended intake gasket: Fel-Pro #1212 or* ***Edelbrock #7203 (contact the tech department for more info)****. Manifold height: A-3.050", B-4.600" (.25" taller than stock Corvette); Carb pad height: 3.82" (see pages 81-82). Port exit dimensions: 1.35" x 1.90"/1.60" x 1.90".*
Camshaft Recommendations: *Torker Plus #5062. See page 126 for specs.*

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MADE IN USA

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

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

	Satin	Polished
C-66-0 for 1975 & Earlier Large, Oval-Port Heads (non-EGR) 🔵🟡	#5420	#54201*
C-66-R for Rectangular-Port Heads (non-EGR) 🔵🟡	#5421	#54211*

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm or #1405 600 cfm (see pages 9-11).*
Installation Notes: *H.E.I. will fit. Recommended intake gasket:* ***Edelbrock #7203 (for #5420) or #7202 (for #5421)****. Manifold height: A-3.95", B-4.65"; Carb pad height: 4.30" (see pages 81-82). Port exit dimensions: #5420 - 1.64" x 1.94"; #5421 - 1.66" x 2.30".*

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHEVY STREET & RACE



RPM Air-Gap Dual-Quad #7522

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

Designed for street 396-502 c.i.d. Chevy V8's. These intakes stand 7/8" taller than the low-profile C-66-O/R dual-quad intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. In dyno tests on a ZZ 502 with intake #7522, heads #77485 and #2261 Rollin' Thunder hydraulic roller camshaft, we made **602 hp, 15 hp more** than the Performer RPM manifold #7163. Both intakes are also available as a complete manifold and carb kit, see page 140 for more information.

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

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

Installation Notes: *Neither H.E.I. or mechanical tach drive distributors will fit.* ***#7520:*** *Recommended intake gasket:* ***Edelbrock #7203.*** *Manifold height: A-4.81", B-5.56"; Carb pad height: 5.19" (see pages 81-82). Port exit dimensions: 1.60" x 1.93".* ***#7522****: Recommended intake gasket:* ***Edelbrock #7202.*** *Manifold height: A-5.18", B-5.94"; Carb pad height: 5.56" (see pages 81-82). Port exit dimensions: 1.57" x 2.27".*



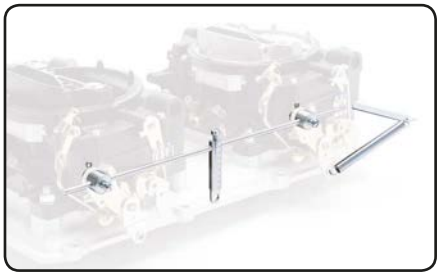
Street Tunnel Ram 2-O #7115

STREET TUNNEL RAM 2-O (3500-7500 RPM)

Designed for use on 396-502 c.i.d. big-block Chevy V8's 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.

	Satin	Polished
Street Tunnel Ram 2-O (base and top)	**#7115**	**#71151**
Throttle Linkage (forward)	**#7097**	
Top Gasket (included with base and top)	**#6989**	
Performer RPM Camshaft/Lifters/Lube Kit (high-horsepower)	**#7162**	

Carburetor Recommendations: *Performer #1405, 600 cfm, Thunder Series AVS #1805, 650 cfm (see pages 9-11).*
Installation Notes: *Top has vacuum outlet for power brakes. Manifold will accept forward mounted carbs. Distance from carb center to carb center: 9.38". H.E.I. ignition will not clear manifold. Recommended intake gasket:* ***Edelbrock #7203****. Manifold top with bottom height: 10.63" (see pages 81-82). Port exit dimensions: 1.56" x 1.89".*



Throttle linkage kit #7097 installed



Performer RPM camshaft kit #7162



Pro-Flo XT EFI #7136

PRO-FLO XT EFI (1500-6500 RPM)

This Pro-Flo XT intake is engineered for high performance 396-502 c.i.d. Chevy V8's with rectangular-port cylinder heads. A large plenum and tapered runners deliver maximum horsepower and broad torque throughout the rpm range (1500-6500 rpm). This manifold made 25 more horsepower than our #35500 Pro-Flo 2 single plane manifold. It features a 90mm throttle body opening for maximum performance. Choice of satin aluminum or black powder coated finish.

	Satin	Black
Pro-Flo XT EFI manifold (rectangular-port, non-EGR)	**#7136**	**#71363**
Fuel Rail Kit for B/B Chevy Rectangular-Port (compatible with Standard or Pico injectors)	**#3658**	

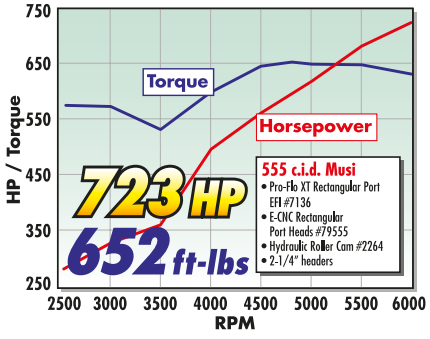
Throttle Body Recommendations: Edelbrock #3869, #38693.
Installation Notes: *Recommended gasket:* ***Edelbrock #7202.*** *Manifold height: A-9.80", B-10.00", C-17.80", D=0.00", E-10° (see pages 81-82 for reference dimensions). Port exit dimensions: 1.67" x 2.34".*



Pro-Flo XT EFI #71363



Fuel rail kit #3658



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

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

PART NUMBERS IN RED ARE... NEW



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

VICTOR JR. 454-R AND VICTOR JR. 454-O (3500-7500 RPM)

Designed for competition 396-502 big-block Chevys. #2902 fits rectangular-port heads and #72902 features out-of-the-box pre-assembled direct port nitrous system ready to bolt on and go, see page 210. These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carb. Features include extended runner dividers, smaller plenum chambers and unique runner design for better 60 foot times and max power from 3500 to 7500 rpm. These manifolds are especially suited to 502 c.i.d. and smaller competition engines. Manifold #2904 fits large oval-port heads (1975 & earlier). #29020 is a single plane 4150 flange competition manifold designed to fit standard deck blocks from 1965 to present. This manifold is cast with 3/8" more material in the corners of the ports for a final radius of 3/4". This extra material allows for custom port matching for use with various cylinder head applications. It is designed to be matched with our Edelbrock/Musi Victor 24° Pro-Port CNC heads #61419 or #61409 for 950+ hp out-of-the-box potential! Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609 and Victor 24° #77409, #77459, #77429, #77479 and #77489.



Victor Jr. 454-R EFI #29025

	Satin	Polished
Victor Jr. 454-R ●	**#2902**	**#29021**
Victor Jr. 454-R Pre-Assembled Direct Port Nitrous System ●	**#72902**	**N/A**
Victor Jr. 454-R (with 3/4" radius filled-corner runners) ●	**#29020**	**N/A**
Victor Jr. 454-R EFI ●	**#29025**	**#290251***
Victor Jr. 454-O ●	**#2904**	**#29041***
Victor Jr. 454-O EFI ●	**#29045**	**N/A**
Victor Jr. 454-R & 454-O EFI Fuel Rail Kit (standard injectors with stands)	**#3633**	**N/A**

Carburetor Recommendations: *Use appropriate racing carburetor.* ***Throttle Body Recommendations:*** *Use #3878 4V series or #3849 EFI elbow and #3869 90mm throttle body.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7208 (for #2902) or Edelbrock #7203 (for #2904).*** *Manifold height: A-5.90" & B-5.90" , see pages 81-82 for manifold reference dimensions.*



Victor Jr. 454-O EFI #29045

VICTOR 454-R & VICTOR 454-TD (3500-8000 RPM)
VICTOR 454-O (3000-7500 RPM)

The Victor 454 Series (R, O and TD) for big-blocks offer superior performance for drag racing and marine. Victor 454-R is for rectangular-port heads and 454-TD fits the same heads when a tall-deck block is used. Victor 454-O is for engines with large oval-port heads (1975 & earlier). They accept 4500 Series carbs or standard-flange double-pumpers with our adapter #8716. For maximum hp with 4500 Series carbs, use 1" spacer #8717. Victor 454-TD uses standard deck height distributor. #2907 and #2911 will fit Edelbrock Victor race heads #77609, #77409 and #77459.

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

Carburetor Recommendations: *Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7208 (for #2907 & #2911) or Edelbrock #7203 (for #2909).*** *Manifold height: Victor 454-R and Victor 454-O A-5.90", B-5.90"; Victor 454-TD A-6.23", B-6.23", see pages 81-82 for manifold reference dimensions.*



Victor 454-R #2907

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.

Reher-Morrison RACING ENGINES



Victor 454 Large Oval Port Intake #28070

VICTOR 454 LARGE OVAL PORT (3500-8000 RPM)

DESIGNED TO MATCH EDELBROCK VICTOR CNC HEADS

This manifold for big-block Chevy is a variation of our Victor 454-R manifold #2907 with a 3/4" radius in the ports, producing a port exit compatible with current large oval port heads such as the Edelbrock Victor 24° CNC head #61409. It delivers the performance of the original #2907, giving excellent on-track performance on 502 c.i.d. and smaller engines. It can be ported to fit a wider variety of cylinder head shapes and locations, making it especially suitable for use with custom CNC ported heads.

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

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

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHEVY RACE



Victor Ram 2-R #7075

VICTOR RAM 2-R (4500-7500 RPM)

Designed for 396-502 c.i.d. Chevy V8's using rectangular-port heads. Suitable for boat and drag racing. Operates from 4000-7000 rpm with the standard-flange top and above 7000 rpm with the dual 4500 top. The same base works with all tops. Will fit Edelbrock Victor series race heads #77409, #77459 and #77609.

Victor Ram 2-R (base only) ● ..... **#7075**

Installation Notes: *Recommended intake gasket:* ***Edelbrock #7208,*** *Fel-Pro #1275,* ***s****ee pages 81-82. Manifold Height: 9.280" Port exit dimensions: 1.70" x 2.34"*



In-line Standard Flange Top #7078

TOPS FOR VICTOR RAM 2-R #7075

	Satin	Polished
Two, In-Line, Standard-Flange Carbs (top only, includes gasket #6989) ●	**#7078**	**#70781***
Throttle Linkage	**#7097**	
Sideways Mounting Carb Adapters (pair, see page 16 for more info)	**#2694**	

Carburetor Recommendations: *Use appropriate racing carburetor.*

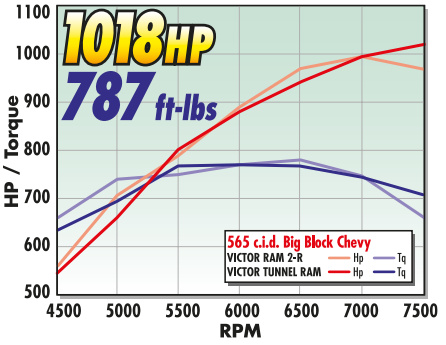
Installation Notes: *Distance from carb center to carb center: 9.38". Manifold top with bottom height: 10.40". #2694 requires #7077 throttle linkage. GM H.E.I. ignition will not clear manifold.*

Two, Sideways Mounted, 4500 Carbs (top only, includes gasket #6989)	**#7079**	**N/A**
Throttle Linkage	**#7077**	

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.* ***Installation Notes:*** *Distance from carb center to carb center: 9.40". Manifold top with bottom height: 10.40", see pages 81-82 for manifold reference dimensions.*



Victor Tunnel Ram Carbureted Base #7085



VICTOR TUNNEL RAM (4500-8500 RPM)

This Victor Tunnel Ram is a modern updated design to our very successful Victor Ram 2-R Tunnel Ram, which was first released over 35 years ago. It's designed for use with 468-582 c.i.d. standard-deck Chevrolet V8 engines with conventional rectangular port cylinder heads. **This new and improved design has 7" long runners with close to 5.5 square-inches at the plenum, making it 25% larger than our current Victor Ram 2-R Tunnel Ram base!** This is the ideal intake manifold for any modern high horsepower demanding application. Will fit Edelbrock Victor series race cylinder heads #77409, #77459 and #77609. Available for carbureted and fuel injected applications.

The Victor Tunnel Ram top is for use with 4500 series carburetors and our new Victor Tunnel Ram base manifolds only. **It's designed with larger openings to accommodate throttle bore sizes up to 2.31" without modification and is wider to accommodate the larger runners in the new manifolds.** Carburetors will need to be mounted sideways in order to clear and will work with throttle linkage kit #7077.

Fuel rail kit ends are machined for -8 AN fittings and feature a black anodized finish. Fuel rails do not have any provision for a plug-in style fuel pressure regulator. Crossover and regulator not included.

Victor Tunnel Ram Base Only for Carbureted Applications ●	**#7085**
Victor Tunnel Ram Base Only for EFI Applications ●	**#70855**
Victor Tunnel Ram Top Only for 4500 Series Carb or throttle body (includes gasket and hardware) ●	**#7086**
Victor Tunnel Ram Fuel Rail Kit (standard injectors)	**#3659**
Throttle Linkage (sideways)	**#7077**
Victor Tunnel Ram Base to Top Replacement Gasket (for #7085, #7086, #70855)	**#7355**

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7208*** *or Fel-Pro #1275. Distance from carb center to carb center: 9.40". Manifold height: 10.75". Port exit dimensions: 1.78" x 2.50". Generously sized port exits; R=1.44"; F=1.06"; W=1.78"; H=2.50"*



Victor Tunnel Ram Top Only #7086



Replacement gasket #7355



EFI Tunnel Ram #70855



Fuel Rail Kit #3659

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

PART NUMBERS IN RED ARE... NEW



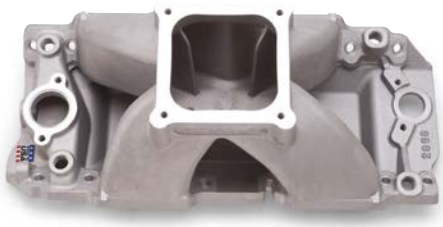
Super Victor BBC #2927



Super Victor BBC Manifold #2916



Super Victor BBC EFI Manifold #29165



Super Victor II #2896



Super Victor II #2897



Super Victor II #28978

SUPER VICTOR BBC (3500-8500 RPM)

Designed for Chevy big-blocks with rectangular port cylinder heads, this single-plane manifold is ideal for 500+ cubic-inches or any big-block drag race engine with high air flow requirements. In dyno testing, Super Victor #2927 outperformed the competition out-of-the-box with just a port match and minor blending of critical surfaces. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors.

	Satin	Polished
Super Victor BBC (9.8") ●	#2927	#29271*
Super Victor BBC EFI (9.8") ●	#29275	#292751*
Super Victor BBC Tall-Deck (10.2") ●	#2916	#29161*
Super Victor BBC EFI Tall-Deck (10.2") ●	#29165	N/A
Super Victor BBC EFI Fuel Rail Kit (standard injectors with stands)	#3633	

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.* ***Throttle Body Recommendations:*** *Use #3879 4500 style or #3814 EFI elbow and #3869 90mm throttle body.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7208, Fel-Pro #1275.*** *Standard-deck manifold height: A-6.20", B-6.20", Tall-deck Manifold height: A-6.95", B-6.95" see pages 81-82 for manifold reference dimensions.*

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Super Victor Fuel Rail Kit #3633

SUPER VICTOR II (3500-8500 RPM)

FOR STANDARD-DECK (9.8") & TALL DECK (10.2") B/B CHEVY RECTANGULAR PORT

Designed for use with large cubic inch big-block Chevy engines using the latest design conventional port heads. These single-plane intake manifolds are ideal for any 1,000+ horsepower drag race engine with high air flow requirements. **Manifold #2895 features thicker flanges resulting with .080" increase in port exit height. Manifold #2896 features an improved runner design with an incredible 5.0 square-inches of runner area in the plenum. #28962 is CNC port matched for Edelbrock/Musi Victor 24° CNC 377cc cylinder heads #61409. Manifold #2897 features 5.38 square-inches of runner area at the plenum. Designed for use on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors. #28972 is CNC port matched for use with cylinder head #61409 and features 5.38 square inches of runner area at the plenum. #2898 is based on #2897 with special machining, increasing port exits by .250" for raised port heads. #28978 is machined for use on tall-deck (10.2")** blocks with Brodix® SR20 cylinder heads with no modifications out of the box. Accepts standard height distributors. All manifolds have an extra large carburetor outer flange with a 5" x 5" opening to fit high flow carburetors and throttle stops. Modern casting techniques create smooth, thin, extended divider walls for "out of the box" performance, just port match and go!

Super Victor II Big-Block Chevy Standard-Deck (9.8" with .080" raised ports) ●	#2895
Super Victor II Big-Block Chevy Standard-Deck (9.8") ●	#2896
Super Victor II Big-Block Chevy Standard-Deck CNC (9.8") ●	#28962
Super Victor II Big-Block Chevy Standard-Deck (9.8" with .250" raised ports) ●	#2898
Super Victor II Big-Block Chevy Tall-Deck (10.2") ●	#2897
Super Victor II Big-Block Chevy Tall-Deck CNC (10.2") ●	#28972
Super Victor II Big-Block Chevy Tall-Deck (10.2") **for use with Brodix SR20 Heads** (includes end seal spacers) ●	#28978

Installation Notes: *Recommended intake gasket: #2896, #2897 use* ***Fel-Pro #1275.*** *#2899 use* ***Brodix MG 2177. #2895*** *Manifold height: A-7.62", B-7.62",* ***#2896*** *Manifold height: A-7.56", B-7.56",* ***#2897*** *Manifold height: A-7.50", B-7.50",* ***#2898*** *Manifold height: A-7.68", B-7.68", see pages 81-82 for manifold reference dimensions.*



Super Victor II Intake Manifold #28962 ports



Super Victor II Intake Manifold #28972 plenum

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHEVY RACE



Super Victor Oval Port #29270

SUPER VICTOR BBC LARGE OVAL PORT (3500-8500 RPM)

DESIGNED TO MATCH EDELBROCK VICTOR CNC HEADS

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

Super Victor Oval Port (with 3/4" radius filled-corner runners) ● .....**#29270**

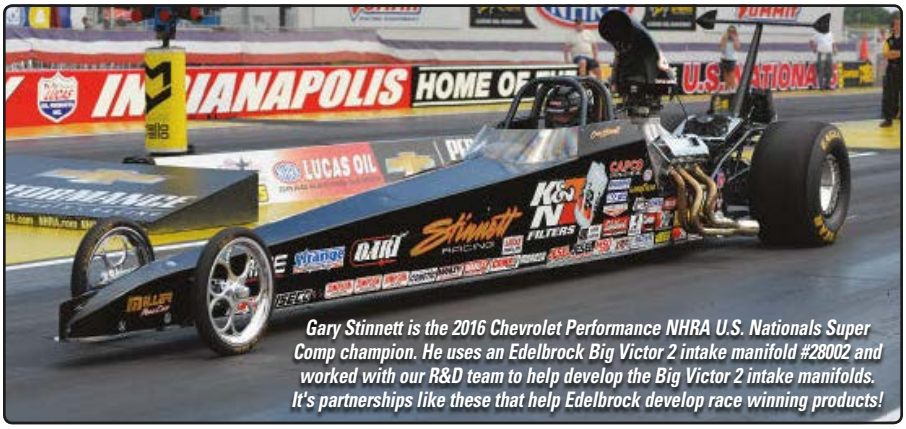
Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7208,*** *Fel-Pro #1275. Manifold height: A-6.20", B-6.20", see pages 81-82 for manifold reference dimensions.*



Big Victor 2
Spread-Port #28001

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

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



Gary Stinnett is the 2016 Chevrolet Performance NHRA U.S. Nationals Super Comp champion. He uses an Edelbrock Big Victor 2 intake manifold #28002 and worked with our R&D team to help develop the Big Victor 2 intake manifolds. It's partnerships like these that help Edelbrock develop race winning products!



Big Victor 2
Spread-Port #28002

Big Victor 2 Big-Block Chevy Spread-Port Standard-Deck (9.8" deck) ● .....**#28001**
Big Victor 2 Big-Block Chevy Spread-Port Tall-Deck (10.2" deck) ● .....**#28002**

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.*
Throttle Body Recommendations: *Use #3888 2.25" 4V or the #3814 or #3815 EFI elbow.*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1298****. Manifold ht.:#28001: A-9.21", B-9.21", Manifold ht.: #28002: A-9.53", B-9.53", see pages 81-82 for manifold reference dimensions.*

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA



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

Edelbrock Big Victor 2 CNC intake manifolds are designed for large cubic-inch or high rpm drag racing big-blocks. **They are a spread-port design and have been CNC port matched for a proper fit right-out-of-the-box, when used with the Edelbrock Big Victor, Brodix®, Dart® or Pro-Filer® Raptor cylinder heads.** These manifolds have the same features as the standard as-cast Edelbrock Big Victor 2 Spread-Port intakes. All applications are equipped with a 4500 Series flange and will accept 2.25" throttle body butterflies without a spacer or modification. They are available for standard and tall-deck applications.

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

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.*
Throttle Body Recommendations: *Use #3888 2.25" 4V or the #3814 or #3815 EFI elbow.*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1298****. Manifold height: A-9.53", B-9.53", see pages 81-82 for manifold reference dimensions.*

PART NUMBERS IN RED ARE... NEW



BV3 Manifold #28540



BV3 Manifold #28542



Unported BV3 Manifold #28549

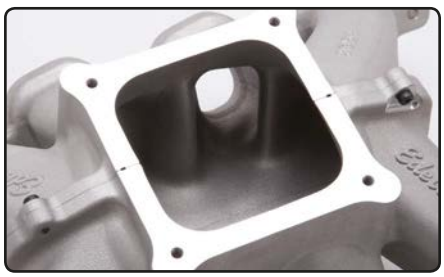
BV3 CNC *(3500-8500 RPM)*

These manifolds are designed and have been CNC port matched for use with Edelbrock BV3 cylinder heads which feature a unique symmetrical port layout for the 4.84" or 5.0" bore spacing big-block Chevrolet applications. These manifolds feature a spider style single-plane design with efficient runners that are engineered to deliver peak performance across a wide range of applications. They have a lengthened plenum and a narrowed runner design to deliver equal length runners.



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

These manifolds are also the first in the Big Victor Series to feature Edelbrock's unique two-piece design. This unique design simplifies and reduces time in applications that require CNC porting. The manifolds are cast in two separate pieces, allowing them to be taken apart for better porting access and then they can be bolted back together while maintaining a perfect match. Each piece has a precision machined o-ring groove to ensure a proper seal. High quality bolts and washers are supplied. Each manifold also has a matching valley plate with the proper flange thickness (sold separately). These unique valley plates feature a highly efficient integrated water distribution system, reducing the need for external plumbing.



BV3 Unported Plenum

All of these manifolds feature a carb pad with a 4500 Series flange that is also large enough to accommodate various throttle body and throttle stop applications on the market today.

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7249*** *(4.84" bore),* ***Edelbrock #7250*** *(5.00" bore), Manifold height.: W-1.65", H-2.41", R-1.27", F-1.14".*

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

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Description	Bore Spacing	Deck Height	Flange Thickness	Plenum Cross-Section	Emissions Code	Intake Manifold	Valley Plate
BV3 Standard-Deck	4.84"	9.8"	Standard	7.5 sq. in.	●	#28540	#77730
BV3 Tall-Deck	4.84"	10.2"	Standard	7.5 sq. in.	●	#28542	#77732
BV3 Unported	4.84"	–	Thick	7.5 sq. in.	●	#28549	#77739
Valley Plate Gasket	4.84"	–	–	–	–	#7255	–
Valley Plate Gasket	5.00"	–	–	–	–	#7256	–

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B CHRYSLER

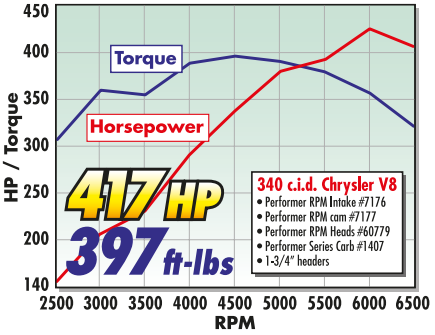
Manifold #2176 is approved for IMCA sanctioned racing events, see rulebook for details



Performer 318/360 #2176



Performer RPM 340/360 #7176





RPM Air-Gap #7576



Torker II 340/360 #5076

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



Victor 340/360 #2915

CHRYSLER 318/360 V8

PERFORMER 318/360 (IDLE-5500 RPM)

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

	Satin	Polished	Black
Performer 318/360 (non-EGR) ●	#2176	#21761*	#21763
Performer 318/360 (EGR, 1972-86 only) ●	#3776	#37761*	N/A

Carburetor Recommendations: *OEM 4-bbl Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 9-11), 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 pages 81-82). Port exit dimensions: .97" x 1.95".* ***Camshaft Recommendations:*** *Performer Plus #2177. See page 125 for specs.*

PERFORMER RPM 340/360 (1500-6500 RPM)

Designed for 340-360 c.i.d. Chrysler V8's and 318 c.i.d. engines with 340-360 cylinder heads. Latest technology in dual-plane design results in both excellent low-rpm torque and outstanding high-rpm horsepower. Recommended for high-performance street, strip and fresh water marine applications. **Accepts 1975 and earlier waterneck only.** Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Match with Performer RPM heads #60779 for maximum performance.

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7276,*** *Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 & 360. Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: 1.01" x 2.17". 1979 and later rotary A/C compressor will not clear waterneck.* ***Camshaft Recommendations:*** *Performer RPM #7177. See page 126 for specs.*

RPM AIR-GAP 340/360 (1500-6500 RPM)

THE FIRST DUAL-PLANE MANIFOLD DESIGN FOR HIGH-PERFORMANCE STREET WITH OUR PROVEN, RACE-WINNING AIR-GAP FEATURE

Designed for 340-360 c.i.d. Chrysler V8's and 318 c.i.d. engines with 340-360 cylinder heads, the RPM Air-Gap® incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **Accepts 1975 and earlier waterneck only.** No provision for exhaust heated chokes and no exhaust crossover. Will not fit 1992 and later Magnum engines. Includes nitrous bosses. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap 340/360 (non-EGR) ●	#7576	#75761*	#75763	#75764

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7276,*** *Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 and 360. Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: .98" x 2.16". 1979 and later rotary A/C compressor will not clear waterneck.*

TORKER II 340/360 (2500-6500 RPM)

Designed for high performance street 340-360 c.i.d. Chrysler V8's. Manifold not equipped with EGR. Can be used on 318 c.i.d. if 340-360 c.i.d. cylinder heads are used. Not for heavy vehicles. Will not fit 1992 and later Magnum engines.

	Satin	Polished
Torker II 340/360 (non-EGR) ●	#5076	#50761*

Carburetor Recommendations for High-Performance or Competition: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7276,*** *Fel-Pro #1213, Chrysler #4397642 (or equivalent). Manifold height: A-5.25", B-6.19"; Carb pad height: 5.72" (see pages 81-82). Port exit dimensions: 1.00" x 2.17".*

VICTOR 340/360 (3500-8000 RPM)

Victor 340 is designed for 340-360 c.i.d. Chryslers using standard rectangular-port heads. For oval track and drag race engines operating from 3500-8000 rpm. Can be used on 318 c.i.d. engines with 340-360 heads. Will not fit 1992 and later Magnum engines. Accepts 1975 and earlier waterneck only.

Victor 340/360 (non-EGR) ● ..... **#2915**

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

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

PART NUMBERS IN RED ARE... NEW



Victor W-2 #2920

VICTOR W-2 (3500-8000 RPM)

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

Victor W-2 (non-EGR) ● ..... **#2920**

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



Super Victor Chrysler #2815

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

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

Super Victor Small-Block Chrysler (non-EGR) ● ..... **#2815**
Super Victor Small-Block Chrysler EFI (non-EGR) ● ..... **#28155**
Super Victor EFI 340/360 Fuel Rail Kit (Standard injectors with stands) ..... **#3641**

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



RPM Air-Gap for Chrysler Magnum V8 #7577

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

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum V8's, the RPM Air-Gap® manifold allows the use of a carburetor for engine swaps in early muscle cars and street rods. This dual-plane manifold design incorporates the same race-winning Air-Gap technology that's been used on our Victor Series competition intakes for decades for outstanding performance in the 1500 to 6500 rpm range. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Match with Performer RPM Magnum cylinder heads #61779 for maximum performance.

	Satin	Polished
RPM Air-Gap Magnum (non-EGR) ●	**#7577**	**#75771***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7277,*** *Mopar Performance #4876049 (or equivalent). Manifold height: A-4.75", B-5.8"; Carb pad height: 5.27" (see pages 81-82). Port exit dimensions: 1.08" x 2.10".* ***Accepts Magnum water neck only****.*



Performer 383 #2186

CHRYSLER 361-400 V8
PERFORMER 383 (IDLE-5500 RPM)

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

	Satin	Polished
Performer 383 (EGR/non-EGR) ●	**#2186**	**#21861***

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7225.*** *Manifold height: A-3.65", B-4.35", measured to engine block; Carb pad height: 4.00" (see pages 81-82). Port exit dimensions: 1.14" x 2.12".* ***Camshaft Recommendations:*** *Performer Plus #2192. See page 125 for specs.*



Performer RPM 383 #7186

PERFORMER RPM 383 (1500-6500 RPM)

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

	Satin	Polished
Performer RPM 383 (non-EGR) ●	**#7186**	**#71861**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7225.*** *Manifold height.: A-4.90", B-5.80"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: 1.13" x 2.13".* ***Camshaft Recommendations:*** *Performer RPM #7194. See page 126 for specs.*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHRYSLER



Torker 383 #3010

TORKER 383 (2500-6500 RPM)

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

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.*
Installation Notes: *Recommended intake gasket: **#7225**. Manifold height: A-3.75", B-4.60"; Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.10" x 2.16".*



DP-6B #2470

DP-6B CHRYSLER 6-PACK (2500-6500 RPM)

Designed for 361-383-400 c.i.d. Chrysler engines with 3x2-bbl. carbs. **Will not fit 1962-64 Max Wedge heads**.

	Satin	Polished
DP-6B (non-EGR) ●	#2470	#24701*

Carburetor Recommendations: *OEM 3x2-bbls.* ***Installation Notes:*** *Recommended intake gasket: **#7225**. Manifold height: A-4.875", B-5.63" measured to engine block; Carb pad height: 5.25" (see pages 81-82). Port exit dimensions: 1.12" x 2.14".*



Victor 383 #2886

VICTOR 383 (3500-7500 RPM)

Now the latest Victor series design is available for competition Chrysler B Series Wedge engines (361-383-400 c.i.d.). The computer-generated runners easily handle the high airflow requirements demanded by large displacement low-deck engines. This extra tall single plane manifold combines a long runner, "line of sight" layout, and extended divider walls to maximize torque, power and fuel distribution throughout the mid and upper rpm range. We've added extra material to the square bore carburetor pad and included the inside bolt pattern so it can be easily opened up for Thermo-Quad applications. Includes nitrous bosses. Match with Edelbrock Performer RPM or Victor aluminum cylinder heads for even higher performance potential. **The #7799 valley cover is required when used with Edelbrock Victor series cylinder heads.**

	Satin	Polished
Victor 383 (non-EGR) ●	#2886	#28861*
Valley Cover for B Series B/B Chrysler Engines (383-400) (required with Edelbrock Victor Series heads) ●	#7799	N/A

Carburetor Recommendations: *Use appropriate racing carburetor.* ***Installation Notes:*** *Recommended intake gasket: **#7225**. Manifold height: A-6.13", B-6.13". (see page 81-82). Port exit dimensions: 1.15" x 2.17".*



Performer 440 #2191

CHRYSLER 413-440 V8
PERFORMER 440 (IDLE-5500 RPM)

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

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

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket: **#7225**. Manifold height: A-3.80", B-4.80", measured to engine block; Carb pad height: 4.30" (see pages 81-82). Port exit dimensions: 1.12" x 2.14". May require different EGR valve, see installation instructions.*
Camshaft Recommendations: *Performer Plus #2192. See page 125 for specifications.*



Performer RPM 440 #7193

PERFORMER RPM 440 (1500-6500 RPM)

Designed for 413-426-440 c.i.d. Chrysler V8's. Dual-plane design results in excellent low-rpm torque and outstanding high-rpm hp. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads. Available with satin, polished or black powder coated finish, see page 26.

	Satin	Polished	Black
Performer RPM 440 (non-EGR) ●	#7193	#71931	#71933

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket: **#7225**. Manifold height: A-4.90", B-5.80"; Carb pad height: 5.35" (see pages 81-82). Manifold is 1.7" taller than stock. Port exit dimensions: 1.13" x 2.09". Manifold measure 8.75" across block.* ***Camshaft Recommendations:*** *Performer RPM #7194. See page 126 for specifications.*

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

PART NUMBERS IN RED ARE... NEW



Torker II 440 #5091

TORKER II 440 (2500-6500 RPM)

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

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11), use our #1481 or #1843 Throttle/Transmission Lever Kit.* ***Installation Notes:*** *Recommended intake gasket:* ***#7225****. Manifold height: A-4.15", B-5.20", measured to engine block; Carb pad height: 4.67" (see pages 81-82). Port exit dimensions: 1.10" x 2.17".*



Chrysler CH-28 #5440

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

Designed for 413-426-440 c.i.d. Chrysler V8's. Use with Performer-Plus cam #2192 for low-end torque or Performer RPM cam #7194 for top-end power. **Will not fit 1962-64 Max Wedge heads.** Carb center to carb center: 6-7/16". Manifold measures 8.75" across block.

	Satin	Polished
Chrysler CH-28 (non-EGR) ●	**#5440**	**#54401**

Carburetor Recommendations: *Edelbrock Thunder Series AVS 650 cfm or Performer Series #1405 carb, 600 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***#7225.*** *Manifold height: A-4.45", B-4.88", measured to engine block; Carb pad height: 4.66" (see pages 81-82). Port exit dimensions: 1.14" x 2.10".*



CH-6B #2475

CH-6B CHRYSLER 6-PACK (2500-6500 RPM)

Designed for 440 c.i.d. Chrysler engines with 3x2-bbl. carbs, also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8's with OEM 3x2-bbl. carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P4529056. **Will not fit 1962-64 Max Wedge heads**.

	Satin	Polished
CH-6B (non-EGR) ●	**#2475**	**#24751***

Carburetor Recommendations: *OEM 3x2-bbls.* ***Installation Notes:*** *Recommended intake gasket:* ***#7225.*** *Manifold height: A-4.875", B-5.63" measured to engine block; Carb pad height: 5.25" (see pages 81-82). Port exit dimensions: #2475 - 1.10" x 2.12".*



Pro-Flo XT Chrysler 440 EFI #71443

PRO-FLO XT CHRYSLER 440 EFI (1500-7000 RPM)

The Pro-Flo XT Chrysler 440 EFI intake manifold is engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque band throughout the rpm range 1500-7000 rpm. Features include a 90mm throttle bore opening. This manifold produced 20 more horsepower over our #35090 manifold at 5500 rpm. Accepts Pro-Flo XT throttle body #3869 or Ford throttle body #3818. Compatible with B/B Chrysler XT Fuel Rail Kit #3644 (sold separately).

	Satin	Black
Pro-Flo XT Chrysler 440 EFI Manifold ●●	**#7144**	**#71443**
Fuel Rail Kit for B/B Chrysler	**#3644**	

Throttle Body Recommendations: *Edelbrock #3869, #38693, #3818 or #38183.* ***Installation Notes:*** *Recommended gasket:* ***Edelbrock #7225. Manifold Dimensions:*** *A-9.70", B-9.60", C-15.90", D-4.0", E-15°, (see page 81-82). Port exit dimensions: 1.12" x 2.12".*



Victor 440 #2954

VICTOR 440 (3500-7500 RPM)

For competition and high-rpm 413-426-440 c.i.d. Chrysler V8's, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 rpm. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Edelbrock Performer RPM Chrysler 440 aluminum cylinder heads #60189 or #60929 or Victor heads #77919 or #77929 for maximum performance. Will not fit 1962-64 Max Wedge heads. Victor 440 EFI also available with fuel injector bosses for fuel injection. **The #7798 valley cover is required when used with Edelbrock Victor Series heads.**

Victor 440 (non-EGR) ●	**#2954**
Victor 440 EFI (non-EGR) ●	**#29545**
Valley Cover for RB B/B Chrysler Engines (413-440) (required w/ Edelbrock Victor Series heads)	**#7798**
Victor 440 EFI Fuel Rail Kit (standard injectors with stands)	**#3640**

Carburetor Recommendations: *Use appropriate racing carburetor.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7225****. Manifold height: A-6.10", B-6.10" , (see page 81-82).Port exit dimensions: 1.15" x 2.17".*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS B/B CHRSYLER RACE & HEMI



Super Victor Max Wedge Intake #2893

SUPER VICTOR 440 (3500-8000 RPM)

These single-plane intake manifolds are designed for 413-440-500+ RB with standard or Max Wedge heads and 4500 Series carburetors. For competition and high-rpm 413-426-440 c.i.d. Chrysler V8's, the Super Victor 440 #2891 and #2893 have an all-new runner design that delivers maximum power from 3500 to 8000 rpm in drag race applications. #2891 features standard 440 port exit sizes 1.13" x 2.17" to match with Edelbrock Victor 440 aluminum cylinder heads #77919 or #77929. Super Victor 440 Max Wedge #2893 is designed to fit 1962-64 Max Wedge heads or the Edelbrock Victor Max Wedge cylinder heads #77939 and #77949 for maximum performance. The manifold port exits are CNC machined to 1.30" x 2.58". **The #7798 valley cover is required when used with Edelbrock Victor Series cylinder heads.**

Super Victor 440 for 4500 Series Carb ● ..... **#2891**
Super Victor 440 Max Wedge for 4500 Series Carb ● ..... **#2893**
Valley Cover for RB B/B Chrysler Engines
(413-440) (required w/ Edelbrock Victor Series heads) ..... **#7798**

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.* ***Installation Notes:*** *Recommended intake gasket:* ***(for #2891); Fel-Pro #1216*** *or equivalent 1.23" x 2.27", for an area of 2.76 sq. inches. Custom gasket trimming is needed if larger area is desired.* ***(for #2893); Mopar Performance P/N P5249643, Fel-Pro #1218*** *or equivalent 2.63" x 1.34" for an area of 3.52 sq. inches. Custom gasket trimming is needed if larger area is desired. See pages 81-82 for manifold reference dimensions.*



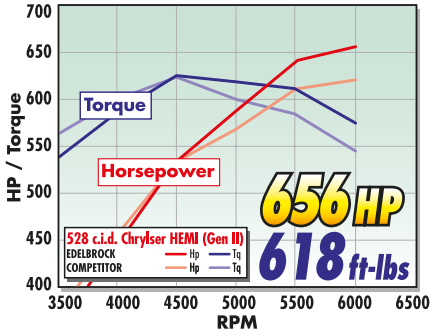
Dual-Quad Chrysler EFI #75245

CHRYSLER 426-572 V8
DUAL-QUAD HEMI® (2500-6500 RPM)

These Dual-Quad HEMI intake manifolds are intended for use with Mopar Gen II (1964-71) 426-572 HEMI engines operating in the 2,500 to 6,500+ range. These new intake manifolds are a single-plane Air-Gap® design with a dual square-bore 4150 style carburetor pad. Carburetor spacing and height are the same as Mopar Performance dual-quad #P5153737, making it a direct bolt-on to all vehicles with a shaker hood. They also retain the same carburetor linkage location from the factory. **The Dual-Quad HEMI is compatible with factory style cylinder heads, but optimized for use with Edelbrock Victor Jr. HEMI cylinder heads.** Requires Edelbrock Coil Bracket #8079 for use with OE style coils.

Dual-Quad Chrysler Gen II 426-572 HEMI Intake Manifold Carbureted ● ..... **#7524**
Dual-Quad Chrysler Gen II 426-572 HEMI Intake Manifold EFI ● ..... **#75245**
Victor EFI Fuel Rail Kit (tall 60mm injectors) ..... **#3660**
Coil Bracket (for use with Gen II HEMI, B and RB) ..... **#8079**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series (600-800 cfm) Carburetor.*
Throttle Body Recommendations: *Edelbrock #38783 with progressive linkage #7094.*
Fuel Rail Recommendations: *Use Edelbrock fuel rail kit #3660 with Edelbrock injectors #3686.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7278****. Manifold height: A-4.68", B-5.51"; Carb pad height: 5.10". Port exit dimensions: 1.80" x 1.98".*





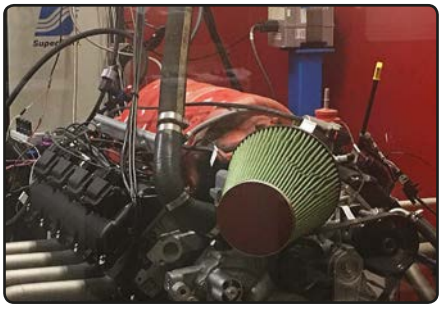
RPM Air-Gap Dual-Quad HEMI #7528

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

Designed for the Chrysler 5.7L Gen III HEMI, this manifold is perfect for those looking to swap this modern powerplant into their classic Chrysler or street rod. Our RPM Air-Gap Dual-Quad manifold added over 30 ft-lbs. of torque when tested on the Chrysler crate engine P4510594. The dual-quads make great power while providing a nostalgic look. Requires an MSD Performance 6-Hemi Controller #6013 for ignition timing control. Also available in complete manifold and carb kit, see page 140.

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).*
Installation Notes: *Port flanges have machined grooves to accept stock port seals. Carb pad height: 4.72", C.A. 2° (see pages 81-82). Port exit dimensions: 1.78" x 1.60". Comes with threaded oil fill cap and PCV valve.*



Victor EFI HEMI prototype #7179 on the engine dyno during testing

CHRYSLER 5.7L/6.1L/6.4L HEMI V8
VICTOR EFI (1500-6500 RPM)

This manifold is designed for the "Eagle or WT" Chrysler 5.7L, 6.1L and 6.4L Gen III HEMI engines with fuel injection. The overall design is similar to the factory 6.1L SRT intake manifold, but features relocated fuel injector bosses for improved flow and added nitrous bosses along the near vertical runners. The front inlet can accomodate the factory style 84mm throttle body or the 92mm Hellcat throttle body. **In testing, the Victor EFI prototype made 25 hp over the stock intake manifold on a 6.4L engine.** Manifold will clear most hoods without modifications. Fuel rail kit available separately.

Victor Manifold for Gen III HEMI (Eagle or WT) ● ..... **#7179**
Victor EFI Fuel Rail Kit ..... **#3647**

Throttle Body Recommendations: *Factory OEM or aftermarket.* ***Installation Notes:*** *Port flanges have machined grooves to accept stock port seals.* ***Manifold Dimensions:*** *A-6.06", B-7.85", C-18.30", D-2.25", E-0°, (see page 81-82). Port exit dimensions: 1.83" x 1.85".*

HEMI is a registered trademark of the Chrysler Group, LLC

PART NUMBERS IN RED ARE... NEW



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

1938-53 FORD/MERCURY FLATHEAD V8

SLINGSHOT MANIFOLD

This is a reproduction of the original intake manifold designed by Vic Edelbrock Sr. in 1938. The Slingshot is a real show stopper and even includes stainless acorn nuts for mounting the two halves. Match with our block letter heads for a classic look. Will fit Ford and Mercury engines made from 1938 to 1948. Includes assembly hardware and gasket #8700.

Slingshot Manifold ● ..... **#1103**
Slingshot Manifold with Black Powder Coated Finish ● ..... **#11033**
Slingshot Manifold Gasket (located between manifold top and bottom pieces) ..... **#8700**

Carburetor Recommendations: *Edelbrock 94 #1151 (see page 12 for more information).* ***Installation Notes:*** *Use linkage kit #1032; carb stud kit #8006. Recommended intake gasket:* ***Edelbrock #7234*** *or Fel-Pro #MS2853. Manifold height: A-7.75", B-7.75" , (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 105 for cylinder heads.*



Super Dual #1100 with Generator Bracket #1145

SUPER DUAL MANIFOLD

A truly classic race manifold; the Super Dual features 180° firing order, eliminated heat crossover and carb location over port openings. Designed for Ford and Mercury engines made from 1938 to 1948. **Includes generator bracket #1145.**

Super Dual Manifold ● ..... **#1100**
Super Dual Manifold with Black Powder Coated Finish ● ..... **#11003**

Carburetor Recommendations: *Edelbrock 94 #1151 (see page 12 for more information).* ***Installation Notes:*** *Use linkage kit #1032; carb stud kit #8006; generator stud kit #8506. Recommended intake gasket:* ***Edelbrock #7234*** *or Fel-Pro #MS2853. Manifold height: A-3.53", B-4.63" , (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 105 for cylinder heads.*



Triple Deuce #1108

TRIPLE DEUCE MANIFOLD

These reproductions of the vintage Edelbrock manifold #SU 359 and #SU 349 allow the use of three 2-barrel carburetors on 1938-1948 and 1949-1953 Ford Flathead engines. #1109 features front road draft and 1-3/8" diameter oil fill bosses and a raised fuel pump boss. They accept **#1151 and #1152 Edelbrock 94** 3-bolt, Stromberg 3-bolt (97 type), Holley 3-bolt and Demon 98 carburetors.

Triple Deuce Manifold for 1938-48 ● ..... **#1108**
Triple Deuce Manifold for 1938-48 with Black Powder Coated Finish ● ..... **#11083**
Triple Deuce Manifold for 1949-53 ● ..... **#1109**
Triple Deuce Manifold for 1949-53 with Black Powder Coated Finish ● ..... **#11093**

Carburetor Recommendations: *Edelbrock 94 #1151 (see page 12 for more information).*
Installation Notes: *Use progressive linkage kit #1033 or non-progressive kit #1034; carb stud kit #8006: generator stud kit #8506. Recommended intake gasket:* ***Edelbrock #7234*** *or Fel-Pro #MS2853. Manifold height: A-3.66", B-3.66", (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 105 for cylinder heads.*



Triple Deuce #11083

FORD FLATHEAD 4-BARREL MANIFOLD

This manifold allows the use of square-bore carbs such as the Edelbrock Performer Series or Thunder Series AVS 500 cfm on the 1949-1953 Ford Flathead engine. This is a reproduction of the vintage Edelbrock #452 two-piece manifold with a new carb adapter flange.

Ford Flathead 4-Barrel Manifold for 1949-53 ● ..... **#1107**
Ford Flathead 4-Barrel Manifold for 1949-53 with Black Powder Coated Finish ● ..... **#11073**
Carb Adapter Flange ..... **#1106**

Carburetor Recommendations: *Edelbrock Performer Series carb, 500 cfm or Thunder Series AVS 500 cfm (see pages 9-11).*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7234*** *or Fel-Pro #MS2853. Manifold height: A-4.06", B-6.06" , (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 105 for cylinder heads.*



Triple Deuce #1109



Carb Adapter Flange #1106

GENERATOR BRACKETS

1940-41 Generator Bracket (straight) ..... **#1144**
1940-41 Generator Bracket with Black Powder Coated Finish (straight) ..... **#11443**
1942-48 Generator Bracket (offset) ..... **#1145**
1942-48 Generator Bracket with Black Powder Coated Finish (offset) ..... **#11453**
1949-53 Generator Bracket and Water Neck 1-1/4" Kit (offset) ..... **#1146**
1949-53 Generator Bracket and Water Neck 1-1/4" Kit with Black Powder Coated Finish (offset) ..... **#11463**
1938-48 Generator Bracket Stud Kit ..... **#8506**



Ford Flathead 4-Barrel #1107



Generator Bracket #1144



Generator Bracket #1145



Generator Bracket #1144



Stud Kit #8506

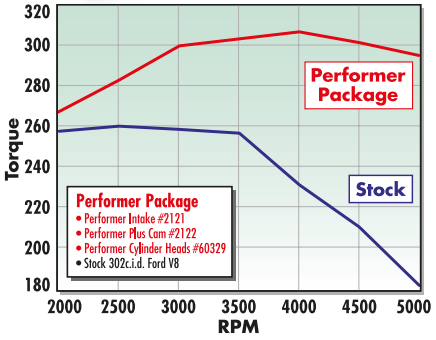
EMISSIONS GUIDE

● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B FORD



Performer 289 #21213 with Black Powder Coated Finish



FORD 260-289-302 V8

PERFORMER 289 (IDLE-5500 RPM)

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

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11), for auto. trans. use our #1483 & #1490 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7220****. Manifold height: A-3.50", B-4.75"; Carb pad height: 4.12" (see page 81-82). Port exit dimensions: 1.09" x 1.84".*
Camshaft Recommendations: *Performer Plus #2122. See page 125 for specifications.*

PERFORMER 302 (IDLE-5500 RPM)

Designed for carbureted 302 c.i.d. Ford V8's with EGR. Replaces the stock 4V EGR manifold using the stock 4V adapter. Both manifolds can be adapted for 4V use by using our #8053 4V EGR plate (see page 26) and the OEM EGR valve and gasket. Our #8017 adapter kit and Ford #E4ZZ9A-589E spacer may be substituted for our #8053 EGR plate (1983-85 H.O. Mustangs/Capris come with this Ford spacer). For 4V off-highway non-EGR applications, use our #8714 spacer. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



Performer 302 2-V EGR #3723

	Satin	Polished
Performer 302 4V (EGR) ●●	**#3721**	**#37211***
Performer 302 2V (EGR) ●●	**#3723**	**#37231***

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 9-11) use adapter #8714. For auto. trans. use our #1483 & #1490 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7220****. #3721 includes gaskets & 4-bbl. plate #8017 for sealing of OEM EGR plate & carb. Replacement EGR plate gaskets for #3723: #3896 & #3897. Manifold height: #3721 A-3.13", B-4.31" without EGR plates installed; Carb pad height: 3.72" (see pages 81-82). Manifold height: #3723 A-4.00", B-5.19" with EGR plates installed; Carb pad height: 4.59" (see pages 81-82). Port exit dimensions: .90" x 1.90".*

PERFORMER 289 TRIPLE-DEUCE (IDLE-5500 RPM)

This new intake is designed for 289-302-347 small-block Fords for triple-deuce applications. This manifold offers excellent performance out-of-the-box as well as a great vintage look. Use with Edelbrock 94 #1151 and #1152 carbs, progressive throttle linkage #1033 and chrome air cleaners #1202 for great driveability and looks. Match with our Performer-Plus cam #2122 for low-end torque. The 3-bolt carb flange has 1.25" machined bores and 4.81" spacing. Match with our Classic finned aluminum valve covers #4160, #41603 and #41609 for the ultimate vintage look. See page 138 for the complete carburetor and manifold kit.



Performer 289 Triple-Deuce #5412

Performer 289 Triple-Deuce (non-EGR) ●●	**#5412**
Progressive Linkage Kit ●●	**#1033**
Performer 289 Triple Deuce Manifold and Edelbrock 94 Carb Kit	**#2017**

Carburetor Recommendations: (1) *Edelbrock 94 #1151 and (2) Edelbrock 94 #1152. (see page 12).*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7220****. Manifold height: A-3.93", B-4.56"; Carb pad height: 4.25" (see pages 81-82). Port exit dimensions: 1.04" x 1.86".*

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

PERFORMER RPM 302 (1500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8's. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. No provisions for exhaust heated choke. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



Performer RPM 302 #7121

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

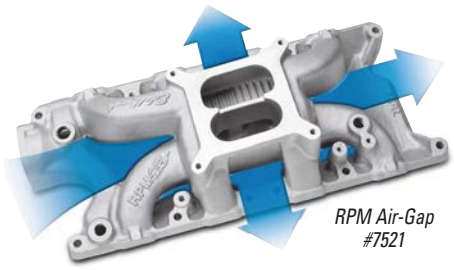
Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-750 cfm (see pages 9-11), for auto. trans. use our #1483 & #1490 or #1844.* ***Installation Notes:*** *Will not fit 255 c.i.d. V8. Recommended intake gasket:* ***Edelbrock #7220****. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see pages 81-82). Port exit dimensions: 1.05" x 1.86".*
Camshaft Recommendations: *Performer RPM #7122. See page 126 for specifications.*



Performer RPM 302 #71214 with EnduraShine Finish

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

PART NUMBERS IN RED ARE... NEW



RPM Air-Gap #7521

RPM AIR-GAP 302 (1500-6500 RPM)

THE FIRST DUAL-PLANE MANIFOLD DESIGN FOR HIGH-PERFORMANCE STREET WITH OUR PROVEN, RACE-WINNING AIR-GAP FEATURE

Designed for street 289-302-347 c.i.d. Ford V8's, the RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. The Air-Gap™ design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap 302 (non-EGR) 🔵🟡	#7521	#75211	#75213	#75214

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1490 or #1844.* ***Installation Notes:*** *Will not fit 255 c.i.d. V8. Recommended intake gasket:* ***Edelbrock #7220****. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see pages 81-82). Port exit dimensions: 1.04" x 1.85".*



RPM Air-Gap #75213

TORKER II 302 (2500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8's. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i.d. Ford V8 engines. Not for heavy vehicles. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

	Satin	Polished
Torker II 302 (non-EGR) 🔵🟡	#5021	#50211*

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1490 or #1844.* ***Installation Notes:*** *Will not fit 255 c.i.d. Ford V8. Recommended intake gasket:* ***Edelbrock #7220****. Manifold height: A-4.00", B-5.18"; Carb pad height: 4.59" (see pages 81-82). Port exit dimensions: 1.03" x 1.93".* ***Camshaft Recommendations:*** *Torker Plus #5022. See page 126 for specifications.*



Torker II 302 #5021



Ford F-28 #5435

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

Designed for 289-302-347 c.i.d. Ford V8's. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power. See page 201-207 for chrome, Elite II and Classic Series oval air cleaners for a great looking package.

	Satin	Polished
F-28 Manifold (non-EGR) 🔵🟡	#5435	#54351*

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11). #1403 and #1404, 500 cfm (see pages 9-11 for more information).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7220****. Manifold height: A-3.90", B-4.75"; Carb pad height: 4.32" (see pages 81-82). Port exit dimensions: 1.03" x 1.92".*



RPM Air-Gap Dual-Quad #7535

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

Designed for 289-302-347 c.i.d. small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more horsepower. Also available in complete manifold and carb kits, see page 140.

	Satin	EnduraShine
RPM Air-Gap Dual-Quad Manifold for Ford 289-302-347 (non-EGR) 🔵🟡	#7535	#75354

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11). Performer Series #1403 and #1404, 500 cfm (see pages 9-11 for more information).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7220****. Manifold height: A-4.85", B-5.70"; Carb pad height: 5.28" (see pages 81-82). Port exit dimensions: 1.05" x 1.90".*



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

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B FORD RACE

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



Victor Jr. 302 #2921



Protect your investment with Edelbrock Performance Lubricants!

Break-In Oil *contains a blend of hydro-processed petroleum base stocks and additives that is ideal for preparing metal surfaces for new and rebuilt engines.* ***Zinc Additive*** *features a special formula with the ideal chemistry to add wear protection to any motor oil and extend engine life.* ***See page 130 for more information.***



Super Victor 8.2 #2928



Super Victor EFI 8.2 #29285



Super Victor 8.7 #2934

VICTOR JR. 302 (3500-8000 RPM)

These intakes are designed for Ford 289-302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock #60259 and #77169 or equivalent. **Victor Jr. #2921/#29211 have bosses for rear water crossover. Port exit size at cylinder head is 1.08" x 1.90" with extra material to accommodate a 1.18" x 2.10" opening.** The Victor Jr. 302 EFI #29215 is based on the Victor Jr. intake #2921 which was modified and used for the Edelbrock Pro-Flo 3 EFI systems.

	Satin	*Polished*
Victor Jr. 302 Carbureted (non-EGR) ●	**#2921**	**#29211***
Victor Jr. 302 EFI (non-EGR) ●	**#29215**	**N/A**
Victor Jr. Fuel Rail Kit (standard injectors with stands)	**#3625**	**N/A**

Carburetor Recommendations: *Use appropriate racing carburetor.*

Installation Notes: *Recommended intake gasket:* ***Edelbrock #7220*** *or Fel-Pro #1250. Manifold height: A-5.50", B-5.50"; Carb pad height: 5.50" (see pages 81-82).* ***#29215*** *Port exit dimensions: 1.90" x 1.08".*

FOR THE ULTIMATE IN PERFORMANCE MATCH WITH EDELBROCK CYLINDER HEADS

Match Victor Jr. intake manifolds with Performer RPM cylinder head #60259 or Victor Jr. cylinder head #77189, see pages 105-110.





SUPER VICTOR 8.2 (4500-9000 RPM)

Designed for high-rpm and competition 302-347 engines with aftermarket Windsor-style racing cylinder heads such as the Edelbrock Victor heads #77219 or Victor Jr. heads #77169, the Super Victor 8.2 is for engines with a standard 8.2" deck height. Excellent for large displacement drag racing engines, this single-plane race manifold delivers big power gains from 4500 to 8500 rpm and includes nitrous and rear cooling water bosses. The square-bore carburetor pad stands .850" taller than the Edelbrock Victor Jr. #2921.

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

Carburetor Recommendations: *Use appropriate racing carburetor.* ***Throttle Body Recommendations:*** *Use #38783 4150 series 4V throttle body or #3849 EFI elbow and #3818 90mm Ford style throttle body.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1262*** *or #1262R. Manifold height: A-6.35", B-6.35" (See pages 81-82).*

SUPER VICTOR 8.7 (5000-9000 RPM)

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

Super Victor 8.7 (non-EGR) ● ..... **#2934**

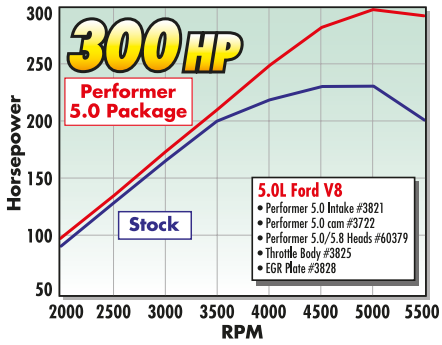
Carburetor Recommendations: *Use appropriate racing carburetor.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1262****. Manifold height: A-6.35", B-6.35" See pages 81-82 for manifold reference dimensions.*

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

PART NUMBERS IN RED ARE... NEW



Performer 5.0 #3821 with Powder-Coated Upper Plenum





Performer Truck 5.0 #3841



Performer RPM II #71233 with Black Powder Coated Finish

FORD 5.0L EFI V8

PERFORMER 5.0 (IDLE-5500 RPM)

Designed for 1986-95 5.0L V8 Mustang engines, the Performer 5.0 EFI aluminum intake manifold represents the standard for hot 5.0L performance. The modular design incorporates modern air flow technology and CAD programming for maximum power gains – up to 37 horsepower at 5500 rpm – with no loss of low speed torque. Features of the Performer 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; and base manifold is CNC port matched to upper manifold for maximum performance. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Combining the Performer 5.0 intake manifold with other Power Package parts gives you even more power across the entire rpm range. **1994-95 Mustangs engines require Throttle Body Adapter #3835 (see page 63).**

Performer 5.0 (EGR) ●● ..... **#3821**
Performer 5.0 Upper Plenum Only (includes plenum cover) ●● ..... **#3822**
Performer 5.0 Base Only ●● ..... **#3820**
Performer 5.0 Plenum Cover Only (includes gasket) ..... **#7127**
Performer 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets) ..... **#3832**
Fuel Rail Kit For #3821 ..... **#3628**

Installation Notes: *Recommended intake gasket:* ***Edelbrock #7220****. Air valve location same as stock. Port exit dimensions: 1.02" x 1.85". Overall height: 10.61".* ***Manifold Spacer Kits:*** *See page 78.* ***Throttle Body Recommendations:*** *See page 171.*

PERFORMER TRUCK 5.0 (IDLE-5500 RPM)

This intake manifold fits 1987-96 Ford 5.0L EFI V8 truck engines. The modular design incorporates the latest air flow technology for maximum torque gains in the mid-range where trucks need it most. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Features include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; base manifold is CNC port matched to upper manifold for maximum performance. This manifold accepts all stock hardware. Use with stock or stock replacement twin throttle body.

Performer 5.0 (EGR) ● ..... **#3841**
Performer Truck 5.0 Plenum Cover Only (includes gasket) ..... **#3883**
Performer Truck 5.0 Gasket Set (includes base-to-upper & plenum cover gaskets) ..... **#3833**

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

PERFORMER 5.0 RPM II (1500-6500 RPM)

The Performer 5.0 RPM II manifold for 1986-95 5.0L Mustang engines has shown significant gains in horsepower over existing designs in the 1500 to 6500 rpm range, and is **ideally suited for street and strip applications.** This manifold consists of a V-shaped crossover with an increasing cross-sectional area, which passes over to eight large tapered runners. Our 70mm throttle body is recommended (75mm will require port matching). **1994-95 Mustang engines require Throttle Body Adapter #38353 and Adapter Kit #8025 (see page 63)**. May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended.

	Satin	Polished	Black
Performer 5.0 RPM II (EGR, complete, base and upper) ●●	**#7123**	**#71231***	**#71233**
Performer 5.0 RPM II Gasket Kit	**#7233**		
Fuel Rail Kit for #7123	**#3628**		

Installation Notes: *Recommended intake gasket:* ***Edelbrock #7220****. Air valve location is 0.30" higher and 0.50" forward from stock. Port exit dimensions: 1.16" x 2.0".* ***Recommended Cams:*** *Ford SVO X-303 or Z-303. Overall height: 11.13".* ***Manifold Spacer Kits:*** *See page 78.* ***Throttle Body Recommendations:*** *See page 171.*

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

MATCHING EDELBROCK PARTS FOR S/B FORD



Description	Page No.
Performer-Plus Camshaft	125
Performer Cylinder Heads	105
Roller Timing Set	131
Cam Gear Drive	130
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224

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

EMISSIONS GUIDE

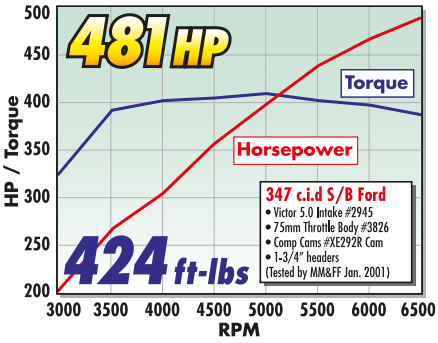
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B FORD RACE



Victor 5.0 Manifold #2945



VICTOR 5.0 (4000-7500 RPM)

Designed for 5.0L-based competition EFI engines, the Victor 5.0 EFI aluminum intake manifold is for non-emission, racing applications. Intended for engines modified to produce 400 to 540+ horsepower, this intake manifold features shorter and larger runners for power to 7500 rpm. Runners are 11.5" long and 50% larger in area than Performer 5.0 #3821 runners. The base features an air-gap design and will accept stock or stock replacement fuel rails. The upper manifold will clear tall valve covers and large fuel pressure regulators. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Designed to work with Edelbrock Victor Jr. or Victor cylinder heads, see pages 107. Edelbrock 75mm throttle body is recommended for most applications with no EGR spacer. Larger injectors will be needed depending upon power levels. 1994-95 Mustangs require conversion to '87-93 inlet systems. Manifold includes throttle cable bracket.

Victor 5.0 (non-EGR) ● ..... **#2945**
Victor EFI Upper Plenum Only (includes plenum cover) ● ..... **#2946**
Victor 5.0 Base Only ● ..... **#2944**
Victor EFI Plenum Cover Only (includes gasket) ● ..... **#2947**
Victor EFI Gasket Set (includes base-to-upper and plenum cover gaskets) ..... **#7232**
Fuel Rail Kit for #2945 ..... **#3628**

Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1262****. See pages. 81-82 for reference dimensions. Overall height: 11.40".* ***Manifold Spacer Kits:*** *See page 78.* ***Throttle Body Recommendations:*** *See page 171.*

THROTTLE BODY ADAPTERS FOR 1994-95 MUSTANGS

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

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

Throttle Body Adapter #38353



PERFORMER 5.8L RPM II (1500-6500 RPM)

This manifold combination is designed for 1986-95 5.8L 9.5" deck engines operating in the 1500 to 6500 rpm range, and like the 5.0L RPM II, is **ideally suited for street and strip applications.** The top plenum is the same as our 5.0L RPM II #7123 but is matched to a new base manifold with larger runners. The base manifold has a rear PCV compatibility for Mustang applications. Aftermarket hood recommended. Upper manifold is powder-coated light titanium gray.

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

Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1262 or #1262R****. Port exit dimensions: 1.16 x 2.00". Overall height: 11.67".* ***Manifold Spacer Kits:*** *See page 78.* ***Throttle Body Recommendations:*** *See page 171.*



Performer RPM II 5.8L EFI #7185

VICTOR FORD 5.8L EFI (4000-7500 RPM)

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

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

Installation Notes: *Recommended intake gasket:* ***Fel-Pro #1262 or #1262R****. Port exit dimensions: 1.20" x 2.00". Overall height: 11.58".* ***Manifold Spacer Kits:*** *See page 78.* ***Throttle Body Recommendations:*** *See page 171.*

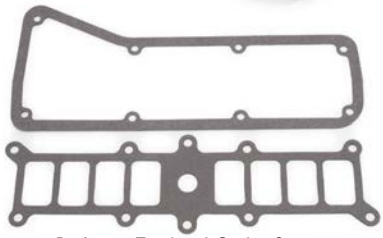


Victor Ford 5.8L EFI #3887

PART NUMBERS IN RED ARE... NEW



Performer Truck 5.8 #3881



Performer Truck 5.8L Gasket Set #3833

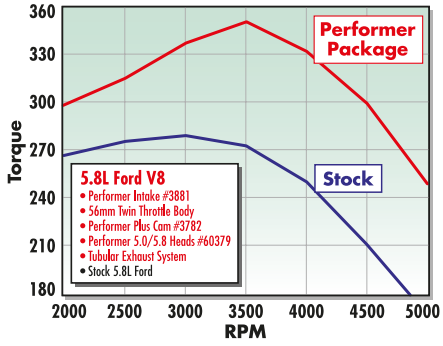
FORD 5.8L EFI V8

PERFORMER TRUCK 5.8L (IDLE-5500 RPM)

Designed for 1988-96 Ford 5.8L, EFI, truck engines, the modular design of this manifold incorporates the latest air flow technology for maximum torque gains in the mid-range. This manifold made **34 ft-lbs. more torque than stock** on our test engine. Other features include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners; base manifold is CNC port matched to upper manifold for maximum power; and accepts all stock hardware. The upper is powder-coated light titanium gray, base is satin. Use with stock or stock replacement twin throttle body. **Will not fit vans.**

Performer 5.8 (EGR) ● .....**#3881**
Performer 5.8L Upper Plenum Only (includes plenum cover) ● .....**#3882**
Performer 5.8 Base Only with Rear PCV (for 1986-93 Mustang 351W engine swaps with #3822 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".*



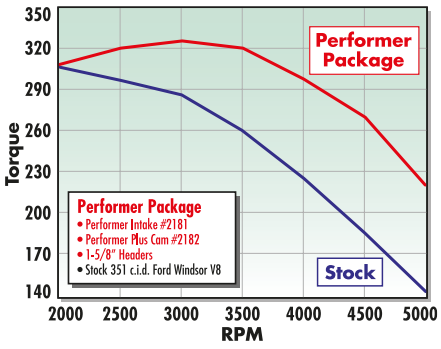
MATCHING EDELBROCK PARTS FOR S/B FORD



Description	Page No.
Performer-Plus Camshaft	125
Performer Cylinder Heads	105
Roller Timing Set	131
Cam Gear Drive	130
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224



Performer 351W #2181



FORD 351 WINDSOR V8

PERFORMER 351W (IDLE-5500 RPM)

Designed for street 351 c.i.d. Ford Windsor V8's. Will not fit Boss 351. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

	Satin	Polished	Black
Performer 351W (non-EGR) ●	**#2181**	**#21811**	**#21813**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 9-11), for auto. trans. use our #1483 & #1491 or #1844.* ***Installation Notes:*** *Use 12-bolt intake gasket set* ***Edelbrock #7220 recommended****. Van installations use OEM Ford "van" gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Choke block-off cover plate #8981 included. Manifold height: A-3.40", B-4.75"; Carb pad height: 4.07" (see pages 81-82). Port exit dimensions: 1.10" x 1.80".* ***Camshaft Recommendations:*** *Performer Plus #2182. See page 125 for specs.*



Performer 351W 2V EGR #3781

PERFORMER 351W EGR (IDLE-5500 RPM)

Designed for street Ford 351-Windsors with EGR. Performer 351W #3783 includes provision for EFE valve on H.O. engines. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

	Satin	Polished
Performer 351W 2V (EGR, 4V off-road) ●	**#3781**	**#37811***
Performer 351W 4V H.O., (EGR, 1984-86) ●	**#3783**	**#37831***

Carburetor Recommendations: *#3781: OEM 2V carburetor #3783: OEM 4V carburetor*
Installation Notes: *Use 12-bolt intake gasket set* ***Edelbrock #7220 recommended.*** *For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Replacement EGR plate gaskets: #3896 & #3897. Choke block-off cover plate #8981 comes with intake manifolds. Manifold height: A-4.00", B-5.12" w/1" EGR adapter #8053; Carb pad height: 4.56" (see pages 81-82). Port exit dimensions: .96" x 1.74".*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B FORD



Performer RPM 351W #7181

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

PERFORMER RPM 351W (1500-6500 RPM)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock Performer RPM cylinder heads, modified OEM cylinder heads or equivalent. The dual-plane design offers good throttle response with excellent top-end power for the street. Includes bosses for rear water crossover. Will fit 1964-1/2 to 1970 Mustangs. Will not fit under stock hood of 1974-78 or 1979-95 Mustangs. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1491 or #1844.* ***Installation Notes:*** *Use 12-bolt intake gasket set* ***Edelbrock #7220 recommended****. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Manifold height: A-4.30", B-5.30"; Carb pad height: 4.80" (see pages 81-82). Port exit dimensions: 1.12" x 1.86".* ***Camshaft Recommendations:*** *Performer RPM #7182. See pages 126 for specs.*



RPM Air-Gap 351W #7581

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

Designed for street and high performance 351-427 c.i.d. 351W Ford V8's, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351W based engines.** Includes bosses for nitrous and rear water crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

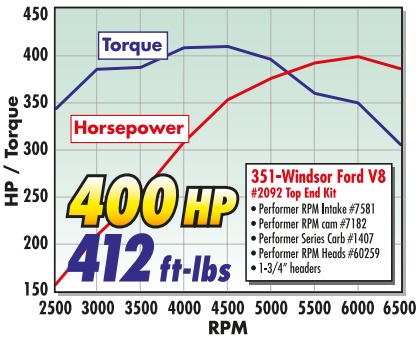
	Satin	Polished	EnduraShine
RPM Air-Gap 351W (non-EGR) ●	**#7581**	**#75811**	**#75814**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1491 or #1844.*
Installation Notes: *Use 12-bolt intake gasket set.* ***Edelbrock #7220 recommended****. Manifold height: A-5.31", B-6.19"; Carb pad height: 5.75" (see pages 81-82). Port exit dimensions: 1.07" x 1.88".*



RPM Air-Gap 351W #75814 with EnduraShine Finish

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.





Torker II 351W #5081

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.

	Satin	Polished
Torker II 351W (non-EGR) ●	**#5081**	**#50811***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1491 or #1844.*
Installation Notes: *Use 12-bolt intake gasket set* ***Edelbrock #7220 recommended****. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. 1" open carburetor spacer, our #8710, is recommended when hood clearance permits. Manifold height: A-3.55", B-4.75", same as stock; Carb pad height: 4.15" (see pages 81-82). Port exit dimensions: 1.02" x 1.82".*



RPM Air-Gap Dual-Quad #7585

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

Designed for 351W small-block Fords, these intakes offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more horsepower. Includes bosses for rear water crossover. Manifold and carb kits on page 140.

RPM Air-Gap Dual-Quad (non-EGR) ● ..... **#7585**
RPM Air-Gap Dual-Quad with EnduraShine Finish (non-EGR) ● ..... **#75854**

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 9-11).*
Installation Notes: *Use 12-bolt intake gasket set* ***Edelbrock #7220 recommended****. For van installations use OEM Ford "van" intake gasket set. Manifold height: A-4.93", B-5.56"; Carb pad height: 5.37" (see pages 81-82). Port exit dimensions: 1.05" x 1.89".*

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

PART NUMBERS IN RED ARE... NEW



Victor Jr. 351W #2980

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



Super Victor 351W #2924



Super Victor 351W EFI #29245

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA



Glidden Victor 351W #2828



Super Victor 9.2 #2929

VICTOR JR. 351W (3500-7500 RPM)

Designed for competition 351 Windsor Ford V8's from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Two versions available: #2980 fits SVO blocks with a 9.2" deck height and #2981 fits standard 351W blocks with a 9.5" deck height. Ideal for both oval track and drag racing engines operating between 3500 and 7500 rpm. Runners have a 2.70 square-inch cross sectional area.

	Satin	Polished
Victor Jr. 351W (9.2" deck) ●	**#2980**	**#29801***
Victor Jr. 351W (9.5" deck) ●	**#2981**	**#29811***

Carburetor Recommendations: *Any size or type of carburetor class allows.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7220*** *or Fel-Pro #1262. Manifold height: #2980 A-5.59", B-5.59"; #2981 A-5.75", B-5.75", (see pages 81-82).*

SUPER VICTOR 351W (4500-8500 RPM)

Designed for high rpm or large displacement competition 351 Windsor Ford V8's with a deck height of 9.5" which are used in drag racing or oval track engines operating between 4500 and 8500 rpm. Super Victor #2924 can be used with ported factory cast iron heads, however aftermarket aluminum heads are recommended, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra high-horsepower. Runners have a 3.20 square-inch cross sectional area.

	Satin	Polished
Super Victor 351W (9.5" deck) ●	**#2924**	**#29241***
Super Victor EFI for 351W (9.5" deck) ●	**#29245**	**#292451***
Ford Fuel Rail Kit (standard injectors with stands)	**#3620**	

Throttle Body Recommendations: *#38783 4150 style 4V; or use #3849 EFI elbow and Ford style single 90mm throttle body #3818.* ***Carburetor Recommendations:*** *Any size or type of carburetor class allows.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1262 or #1262R****. MSD distributor #8578 must be used to clear the front water crossover. Manifold height: A-6.25", B-6.25", (see pages 81-82).*

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Performer RPM Camshaft	126
Performer RPM Cylinder Heads	105
Roller Timing Set	131
Cam Gear Drive	130
Valve Springs	123-124
Retainers	123-124
Manifold Bolts	78
Fuel Pump	218-224
Valve Covers	202-206



GLIDDEN VICTOR 351W (5000-9000 RPM)

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

Glidden Victor 351W for 4500 Series Carb (9.5" deck) ● ..... **#2828**

Carburetor Recommendations: *Any size or type of carburetor class allows.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1262 or #1262R****. Manifold height: A-6.87", B-6.87", (see pages 81-82).*

SUPER VICTOR 9.2 (4500-8500 RPM)

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

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

Carburetor Recommendations: *Any size or type of carburetor class allows.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1262 or #1262R****. Manifold height: A-5.95", B-5.95", (see pages 81-82).*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B FORD RACE



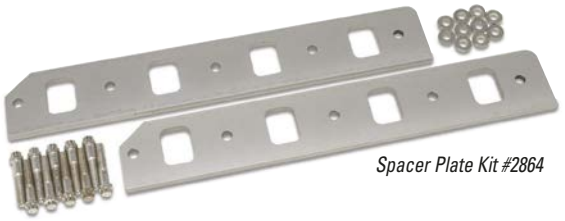
Glidden Victor 351Y #2863

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

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminum C3 SVO (Yates) cylinder heads, #2863 fits 9.2" deck heights. Victor Glidden 351Y #2863 has 3.2 square-inch runners. Both are perfect for all-out nitrous-assisted drag race applications. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

Victor 351Y for 9.2" with C3 Heads and 4500 Series Carb (non-EGR) ● .....**#2863**
Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.2" Deck ● .....**#2832**
Spacer Plate & Bolt Kit for 9.2" Deck SC-1 Intake Manifold on to 9.5" Deck Block ●.....**#2864**

Carburetor Recommendations: *Use appropriate 4500 Series racing carb.* ***Installations Notes:*** *Recommended intake gasket:* ***Fel-Pro #1253-3.*** *Manifold height: #2863 A-7.16", B-7.16", (see pages 81-82).*



Spacer Plate Kit #2864



Victor SC-1 4150 Series #2860

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

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

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

Carburetor Recommendations: *Use appropriate 4150 Series racing carburetor.* ***Installations Notes:*** *Recommended intake gasket:* ***Fel-Pro #1253-3.*** *Manifold height: A-7.47", B-7.47", (see pages 81-82)*



Valley Plate #2833



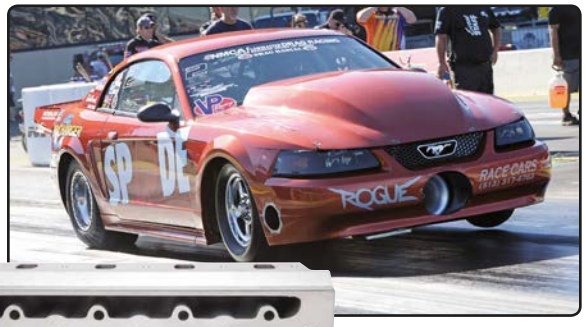
Glidden Victor SC-1 #2868

GLIDDEN VICTOR SC-1 4500 SERIES (5000-8500+ RPM)

This manifold is another design from the race program of Billy Glidden for 9.5" deck height Windsor Fords. Designed for Ford SC-1 and Edelbrock Victor Pro-Port cylinder heads, #2868 is intended for 400 c.i. and up high output drag race engines typically using some additional power adder. It is influenced by current trends in Edelbrock's NASCAR manifolds, but the runner dividers are pulled back and the end runners are shortened to increase plenum size for more peak horsepower with a larger carburetor. It is the ideal manifold for drag racing with Edelbrock Glidden Victor SC-1 Pro-Port Raw heads #770769 and #773169 Glidden Victor II in classes without restrictions on heads or carb selection.

Glidden Victor for 9.5" with SC-1 Heads and 4500 Series Carb (spider only) ●.....**#2868**
Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.5" Deck ● .....**#2833**

Carburetor Recommendations: *Use appropriate 4500 Series racing carburetor.* ***Installations Notes:*** *Recommended intake gasket:* ***Fel-Pro #1253-3.*** *Manifold height: A-7.47", B-7.47", (see pages 81-82).*



Phil Hines, NMRA/NMCA Street Outlaw champion uses an Edelbrock intake manifold #2868 matched with Edelbrock cylinder heads #770769 for a proven race-winning combination.



Sand cast aluminum valve covers #4267 for SC-1 cylinder heads



Glidden Victor SC-1 Pro-Port cylinder heads #770769

PART NUMBERS IN RED ARE... NEW



Performer 351-4V #2665



Performer RPM E-Boss 302 #7129

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



Performer RPM E-Boss 351 #7183



RPM Air-Gap 351-C #7564



Torker 351 #2760

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".

	Satin	Polished
Performer 351-4V (non-EGR) 🟡	**#2665**	**#26651***
Performer 351-2V (non-EGR) 🟡	**#2750**	**#27501***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for automatic transmission use our #1483 & #1493 or #1844.* ***Installation Notes:*** *Choke block-off plate included with Performer 351-2V #2750. Recommended intake gasket: Fel-Pro #1228 (for #2665), Fel-Pro #1240 or* ***Edelbrock #7265 (2V) (for #2750)****. Manifold height: A-3.50", B-4.30; Carb pad height: 3.90" (see pages 81-82). Port exit dimensions: #2665 - 1.37" x 2.15"; #2750 - 1.30" x 1.86".*

PERFORMER RPM E-BOSS 302 (1500-6500 RPM)

With the Performer RPM E-Boss 302 manifold #7129, you can build a mock Boss engine by using a standard 302 block and Edelbrock Performer RPM Cleveland cylinder heads #61699. For high-performance street and competition, our dual-plane design makes outstanding power from 1500 to 6500 rpm. The Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. Features include 8.2" deck height, Windsor end rails, water neck and distributor clearance plus front and rear water bosses. Match with an Edelbrock Performer or Thunder Series AVS carburetor. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

Performer RPM E-Boss 302 Ford Manifold 🟡 ..... **#7129**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7265****. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: 1.42" x 2.07".*

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

Build a mock Boss 351 engine with a standard 351W block and Edelbrock Performer RPM Cleveland heads #61699 using the Performer RPM E-Boss 351 manifold #7183. For both high-performance street and competition, the dual-plane design makes outstanding power from 1500 to 6500 rpm and the Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. It features 9.5" deck height, Windsor end rails, water neck and distributor clearance, front and rear water bosses with a standard square bore carburetor pad. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

Performer RPM E-Boss 351 (non-EGR) 🔴🟡 ..... **#7183**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7265****. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: 1.42" x 2.07".*

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

The Edelbrock Air-Gap design utilizes the same race-winning technology that's been used on Edelbrock's Victor Series competition intakes for many decades. Designed to improve performance on the street or racetrack, the RPM Air-Gap 351 Cleveland manifold features an open space that separates the runners from the hot engine oil resulting in a cooler, denser charge. The RPM Air-Gap manifold for 351 Cleveland engines is designed to complement Edelbrock's 351C Performer RPM cylinder heads #61609, #61629, #61625 and also works well with 4V and 2V cast iron Cleveland heads.

	Satin	Polished
RPM Air-Gap 351C (non-EGR) 🟡	**#7564**	**#75641**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for automatic transmission use our #1483 & #1493 or #1844.* ***Installation Notes:*** *Requires #8565 bolt kit (see page 78). Recommended intake gasket:* ***Edelbrock #7265****. Manifold height: A-4.48", B-5.56; Carb pad height: 5.02" (see pages 81-82). Port exit dimensions: 1.42" x 2.04".* ***Camshaft Recommendations:*** *Performer RPM #7168. See page 126 for specs.*

TORKER 351 (3000-7000 RPM)

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

	Satin	Polished
Torker 351 (non-EGR) 🟡	**#2760**	**#27601***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for automatic transmission use our #1483 & #1493 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1228****. Manifold height.: A-4.90", B-5.90"; Port exit dimensions: 1.60" x 2.45". Carb pad height: 5.40" (see pages 81-82).*

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS S/B AND MODULAR



Performer 400 #2171

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

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

	Satin	Polished	Black
Performer 400 (non-EGR) ●	**#2171**	**#21711**	**#21713**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 9-11), for automatic transmission use our #1483 & #1493 or #1844.* ***Installation Notes:*** *Carburetor flange plate #2732 is included. Recommended intake gasket:* ***Fel-Pro #MS96020.*** *Manifold height: A-3.60", B-4.75"; Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.24" x 1.70".* ***Camshaft Recommendations:*** *Performer Plus #2172. See page 125 for specs.*



Performer 400 EGR #3771

PERFORMER 400 EGR (IDLE-5500 RPM)

Designed for 351M/400 Fords in one of the three following configurations: 1) OEM 2V carb and EGR system with supplied 2V EGR spacer; 2) 4V EGR system with either an Edelbrock #8053 4V EGR spacer, or an Edelbrock #8017 and Ford #E4ZZ9A-589E 4V EGR spacer; 3) For off-highway use, non-EGR 4V system with an Edelbrock #8714 4V spacer.

	Satin	Polished
Performer 400 EGR (2V EGR or 4V off-road) ●	**#3771**	**#37711***

Carburetor Recommendations: *OEM 2-bbl. Off-highway, non-EGR 4V: Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 13-15), for automatic transmission use our #1483 & #1493 or #1844.* ***Installation Notes:*** *For non-EGR, off-road applications, use #8714 4V spacer. Intake gasket:* ***Fel-Pro #MS96020.*** *Replacement EGR plate gaskets: #3896 & #3897. Manifold height: A-3.60", B-4.75" (without EGR plates installed); Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.16" x 1.66".*



Victor Jr. Ford 4.6L SOHC #2838

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

Following in the footsteps of our Victor Jr. LS1 intake, our Victor Jr. intake for Ford 4.6L SOHC Modular engines allows the customer to take any 1999-2004 SOHC Modular 4.6L engine and convert it for use with a carburetor. #2839 includes an electronic Timing Control Module, which picks up MAP, Crank Position, and Cam Position, and drives the stock Coil-on-Plug system. The Timing Control Module comes loaded with a basic timing curve and rev limit, both can be easily modified using a laptop and the included Pro-Data software. Timing control module available separately. Not intended for or as a stock replacement intake manifold.

Victor Jr. Carbureted Manifold for 4.6L Ford SOHC with Electronics ● ..... **#2839**
Victor Jr. Carbureted Manifold for 4.6L Ford SOHC without Electronics ● ..... **#2838**
Victor Jr. Ford 4.6L SOHC EFI Manifold Only ● ..... **#28385**
Fuel Rail Kit for #28385 ..... **#3639**

Throttle Body Recommendations: *#38783 4150 style 4V; or #3848 competition EFI elbow and #3818 90mm throttle body.* ***Installation Notes:*** *Recommended intake gasket:* ***OEM factory gaskets****. Manifold height: A-4.75", B-4.75", 0° carb angle, (see pages 81-82) Port exit dimensions: 1.42" x 1.72".*



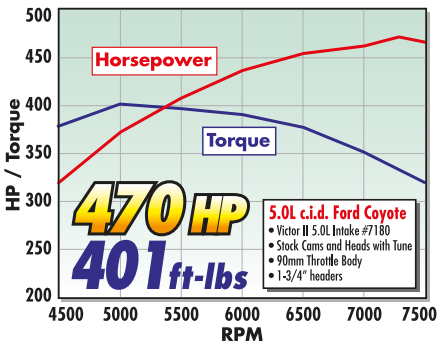
Victor II 5.0L #7180

FORD 5.0L COYOTE V8
VICTOR II 5.0L (1500-7500 RPM)

This intake manifold is for 2011-16 Ford Coyote 5.0L V8 engines and features long tapered, crossover style runners with a large plenum for outstanding performance. The cast aluminum construction makes it ideal for nitrous, supercharged and turbo applications. This manifold also includes provisions for all emissions equipment and reuses the stock fuel rail. The Victor II also features nitrous bosses for adding a direct port system for competition applications. The slightly lower design allows it to fit all 2011-14 and 2015-16 Mustang stock hoods and strut tower braces. **Engine dyno testing resulted in 27 more ft-lbs. of torque over a common aftermarket plastic upgrade intake manifold and an additional 16 horsepower over a stock manifold.**

Victor II 5.0L 4V Manifold ● ..... **#7180**

Throttle Body Recommendations: *Stock 80mm throttle body or Ford M-9926-M5090 90mm Mustang throttle body.* ***Installation Notes:*** *Recommended intake gasket:* ***OEM factory gaskets****. Accepts either 2011-14 style or 2015-16 style intake gaskets seals. Manifold height: A-7.92", B-8.02", (see pages 81-82) Port exit dimensions: 2.24" x 1.30".*



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

PART NUMBERS IN RED ARE... NEW



Performer 390 #21053

FORD 332-428 V8

PERFORMER 390 (IDLE-5500 RPM)

Designed for street 332-352-360-390-406-410-427-428 c.i.d. Ford V8's with medium- or low-rise cylinder heads. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i.d. and 391 c.i.d. Ford truck V8's.

	Satin	Polished	Black
Performer 390 (non-EGR) 🔵🟡	**#2105**	**#21051**	**#21053**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11), for auto. trans. use our #1483 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7224*** *or Fel-Pro #1247. Manifold height: A-4.35", B-5.50" (same as stock); Carb pad height: 4.92" (see pages 81-82). Port exit dimensions: 1.06" x 1.75".* ***Camshaft Recommendations:*** *Performer Plus #2106. See page 125 for specs.*



Performer RPM FE #71054 with EnduraShine Finish

PERFORMER RPM FE (1500-6500 RPM)

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8's with standard 390-428 c.i.d., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low and mid-range acceleration while optimized runner paths make exceptional top-end horsepower. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage. Also available as a complete manifold and carb kit, see page 139.

	Satin	Polished	Black	EnduraShine
Performer RPM FE (non-EGR) 🔵🟡	**#7105**	**#71051***	**#71053**	**#71054**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for automatic transmission use our #1483 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7224.*** *Manifold height: A-4.89", B-6.04"; Carb pad height: 5.46", (see pages 81-82). Port exit dimensions: 1.16" x 1.97".* ***Camshaft Recommendations:*** *Performer RPM #7106. See page 126 for specs.*



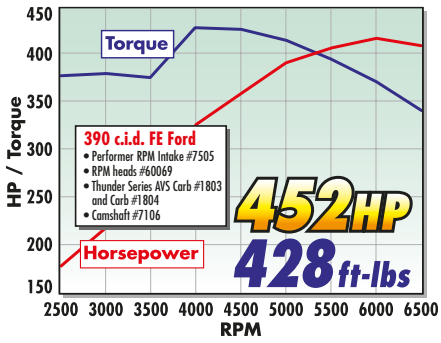
RPM Air-Gap Dual-Quad FE #7505

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

Give your FE powered street rod dual-quad power and nostalgic looks with the Edelbrock RPM Air-Gap Dual-Quad intake manifold. Designed for 1960-later high-performance street 390-406-410-427-428 c.i.d. Ford FE engines with low/medium rise or Edelbrock Performer RPM FE heads #60059 or #60069. The manifold carb pad is setup to fit Edelbrock carburetors only, will not work with other square flange carburetors. **In Dyno tests on a 390 with Performer RPM heads #60069, Performer RPM camshaft #7106 Thunder Series AVS #1803 and #1804 carburetors, it made 452 hp and 428 ft-lbs. torque.** Will not fit 427 Ford Hi-Riser and Tunnel Port engines. Has machined boss for a breather flange at rear. Also available in complete manifold and carb kits, see page 140.

	Satin	EnduraShine
RPM Air-Gap Dual-Quad FE (non-EGR) 🔵🟡	**#7505**	**#75054**

Carburetor Recommendations: *Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see page 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7224****. Manifold height: A-4.85", B-5.70"; Carb pad height: 5.28", (see pages 81-82). Port exit dimensions: 1.05" x 1.90".*





Victor FE #29365

VICTOR FE (4000-8000 RPM)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines. The single-plane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford high-riser manifold #C4AE-9424-G to fit under 427 Cobra hoods. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather flange is included with unmachined nitrous bosses and front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with our FE heads.

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

Carburetor Recommendations: *Use any size or type carburetor class allows.* ***Throttle Body Recommendations:*** *See page 171.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1247****. Manifold height: A-6.49", B-6.49" , (see pages 81-82).*

Note: *Performer Series & Thunder Series AVS carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.*

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

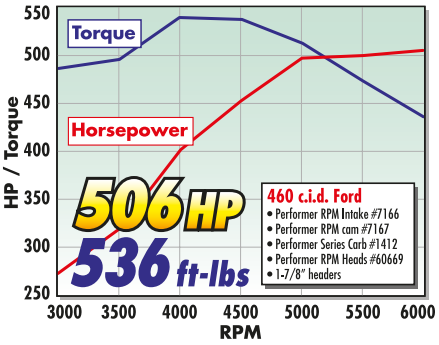
MANIFOLDS B/B FORD STREET & RACE



Performer 460 #2166



Performer RPM 460 #7166





RPM Air-Gap 460 #7566



Torker II 460 #5066



Victor 460 EFI #50665

FORD 429/460 V8

PERFORMER 460 (IDLE-5500 RPM)

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

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

Carburetor Recommendations: #2166: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for automatic transmission use our #1483 and #1495 or #1844.* ***#3766:*** *OEM square-bore carb.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7223*** *or Fel-Pro #MS96018. Replacement EGR plate gaskets: #3898. Manifold height: A-3.75", B-4.49" same as stock; Carb pad height: 4.12", (see pages 81-82). Port exit dimensions: 1.65" x 1.96".* ***Camshaft Recommendations:*** *Performer Plus #2167. See page 125 for specs.*

PERFORMER RPM 460 (1500-6500 RPM)

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

	Satin	Polished
Performer RPM 460 (non-EGR) ●	**#7166**	**#71661***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11), for auto. trans. use our #1483 & #1495 or #1844.* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7223*** *or Fel-Pro #1230/#1231. Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48", (see pages 81-82). Port exit dimensions: 1.76" x 2.06".* ***Camshaft Recommendations:*** *Performer RPM #7167. See page 126 for specs.*

RPM AIR-GAP 460 (1500-6500 RPM)

Designed for street and high performance 429/460+ c.i.d. Ford V8's with standard or Cobra Jet heads, the RPM Air-Gap 460 incorporates the same race-winning design that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **It also features a larger cross sectional area (3.3 square inches) than the Performer RPM 460 manifold #7166 for even more power in high performance and large displacement engines.** The carb mount flange accepts both square-bore and spread-bore carbs for Cobra Jet applications. **Will not fit 1988 and later models**. Note: Early Cobra Jets came with Quadrajets.

	Satin	Polished
RPM Air-Gap 460 (non-EGR) ●	**#7566**	**#75661***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11), for automatic transmission use our #1483 & #1495 or #1844.* ***Installation Notes:*** *Recommended int. gasket:* ***Edelbrock #7223*** *or Fel-Pro #1230/#1231. Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48", (see pages 81-82). Port exit dimensions: 1.76" x 2.06".*

TORKER II 460 (2500-6500 RPM)

Designed for 429/460 c.i.d. Ford V8's used in marine and high performance applications. Manifold not equipped with EGR. Will fit 429 Cobra-Jets. Manifold will not accept stock Motorcraft spread-bore carburetor. **Will not fit 1988 and later models.**

	Satin	Polished
Torker II 460 (non-EGR) ●	**#5066**	**#50661***

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15), for automatic transmission use our #1483 & #1495 or #1844.* ***Installation Notes:*** *Intake gasket:* ***Edelbrock #7223*** *or Fel-Pro #1230/#1231. Manifold ht.: A-3.50", B-4.25"; Carb pad height: 3.87", (see pages 81-82). Port exit dimensions: 1.75" x 2.10".* ***Camshaft Recommendations:*** *Performer RPM #7167. See page 126 for specs.*

VICTOR 460 EFI (3500-8000 RPM)

This EFI intake manifold is based on our popular Torker II #5066 for 429/460 c.i.d. Ford V8 applications. It has cast and vertically machined fuel injector bosses for proper fuel injector placement. It is also drilled to accept Edelbrock Fuel Rail kit #3645 and support brackets, for easy attachment. Designed to accept standard flange throttle bodies. This manifold not equipped with EGR. **Will not fit 1988-later models or 429 Cobra-Jets.**

Victor Ford 460 EFI (non-EGR) ● ..... **#50665**
Victor Ford Fuel Rail Kit (Compatible with Standard and Pico injectors) ..... **#3645**

Throttle Body Recommendations: *#38783, 4150 style 4V.* ***Installation Notes:*** *Intake gasket:* ***Edelbrock #7223*** *or Fel-Pro #1230/#1231. Manifold height: A-3.50",B-4.25"; throttle body pad height: 3.87", (see pages 81-82). Port exit dimensions: 1.75" x 2.10".*

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

PART NUMBERS IN RED ARE... NEW



Victor 460 #2965 for 4500 Series Carbs

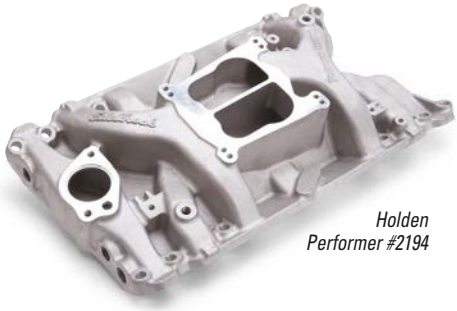
Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

VICTOR 460 (3500-8000 RPM)

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

	Satin	Polished
Victor 460 (for square-bore carburetors) ●	**#2966**	**#29661***
Victor 460 (for 4500 series carburetors) ●	**#2965**	**#29651***
Cloverleaf 1" Spacer (for maximum performance with #2965) ●	**#8718**	

Carburetor Recommendations: *Any carburetor class allows.* ***Installation Notes:*** *Recommended intake gasket:* ***Fel-Pro #1231****. Manifold height: A-6.30", B-6.30", (see pages 81-82).*



Holden Performer #2194

HOLDEN PERFORMER (IDLE-5500 RPM)

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

	Satin	Polished	EnduraShine
Performer Holden ●	**#2194**	**#21941***	**#21944**

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-750 cfm.*

Installation Notes: *Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.* ***Recommended intake gasket:*** *stock gasket set or equivalent. Manifold height: A-3.25", B-4.67"; Carb pad height: 3.96". Port exit dimensions: 1.07" x 1.83".*



Holden Torker #2790

TORKER 308 (2500-6500 RPM)

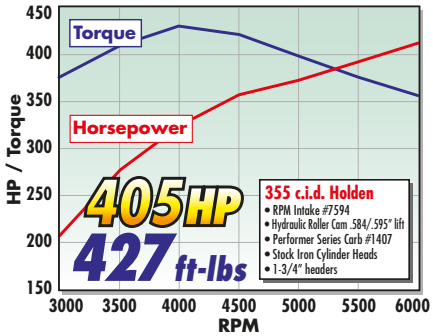
Designed for Holden 253-304-308 c.i.d. V8 engines with Red motor cylinder heads only (with single bolt in center of manifold), will not fit on Blue/Black cylinder head engines. The Torker 308 intake manifold is a single-plane design and is recommended for street high performance and race engines operating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

Torker 308 ● **#2790**

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm.*
Installation Notes: *Do not use competition style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.* ***Recommended intake gasket:*** *OEM equivalent. Manifold height: A-2.95", B-4.50"; Carb pad height: 3.73". Port exit dimensions: 1.03" x 1.88". See pages 81-82.*



Holden Air-Gap EFI #75945



RPM AIR-GAP (1500-6500 RPM)

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

RPM Air-Gap Holden ● **#7594**
RPM Air-Gap Holden EFI ● **#75945**
RPM Air-Gap Holden Fuel Rail Kit **#3504**

Carburetor Recommendations: *OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-750 cfm.*

Installation Notes: *Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.* ***Recommended intake gasket:*** *stock gasket set or equivalent. Manifold height: A-4.80", B-5.82"; Carb pad height: 5.31". Port exit dimensions: 1.16" x 2.00".*

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS HONDA/ACURA STREET & RACE



Performer X #4771

HONDA/ACURA
PERFORMER X (4500-8200 RPM)

The Performer X intake manifolds are engineered for street/strip applications where peak torque and horsepower gains are realized between 4500-8200 rpm. The larger-than-stock plenum volume and 9" runner length are tuned for producing peak power at high rpm. The Performer X Series manifold is ideal for all-motor and turbo applications.

HONDA/ACURA B SERIES MANIFOLDS

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

HONDA/ACURA D SERIES MANIFOLDS

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

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

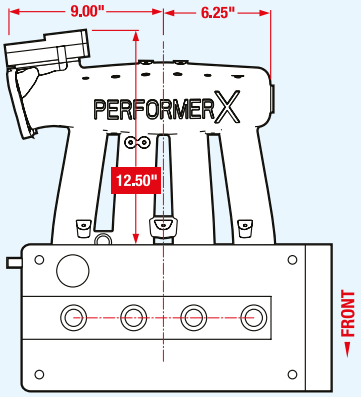
HONDA/ACURA FUEL RAILS

Fuel Rail for 1994-01 Acura Integra - Machined for Honda-Style Injector ..... **#4796**
Fuel Rail for 1996-00 Honda Civics (except Si) - Machined for Bosch-Style Injector ..... **#4799**



Fuel Rail Kit #4796

IMPORTANT MEASUREMENTS



CHECKING FOR FIREWALL CLEARANCE

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

VICTOR SERIES MANIFOLDS
VICTOR X (7000-10,000 RPM)

Optimized for maximum power from 7,000 to 10,000 RPM, the Victor X manifold is designed for turbo and all-motor applications. Engineered for high performance, this manifold has four additional bosses for nitrous or added fuel injectors.

HONDA/ACURA B SERIES MANIFOLDS

	Satin	Polished
Victor X for Integra GSR with B18C Engine ●	**#4760**	**N/A**
Victor X for B16A & Type R B18C5 Engines ●	**#4764**	**#47641**
Victor X for 1990-93 Integra LS with B18A Engine and 1994-01 Integra LS with B18B Engine ●	**#4767**	**N/A**

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



Victor X #4760



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



Victor X #47641

PART NUMBERS IN RED ARE... NEW



Performer Olds 350 #2711

OLDSMOBILE 307-403 V8

PERFORMER OLDS 350 (IDLE-5500 RPM)

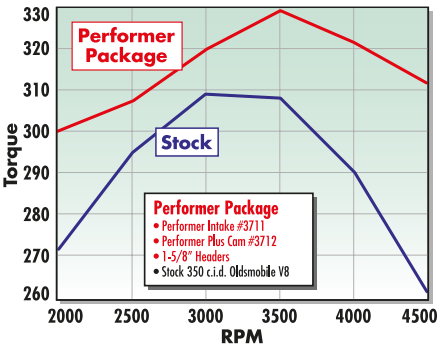
Designed for street 307-330-350-403 c.i.d. Oldsmobile V8's, 1964-85. For non-EGR, the #2711 manifold comes with a universal pad to fit most carburetors with electric chokes. Will fit 1980-1/2 to 1985 307 c.i.d. V8's with 5A heads (casting #3317).

	Satin	Polished
Performer Olds 350 (non-EGR) ●	#2711	#27111*
Performer Olds 350 (EGR) ●	#3711	#37111*

Carburetor Recommendations: *#2711: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 9-11). #3711: OEM 4-bbl.*
Installation Notes: Edelbrock Performer Series, Thunder Series AVS and Carter AFB carburetors will not fit #3711. *Recommended intake gasket:* ***Fel-Pro #MS96027****. For 403 Pontiac Trans Am, use OEM 4-bbl. only (for shaker hood clearance). EGR block-off plate included. Use choke block-off plate #8951 (included). Factory cruise control will not clear EGR valve without linkage alteration. For EGR applications, use stock carb only. HEI will clear this manifold. Manifold height: A-2.50", B-3.90"; Carb pad height: 3.20", (see pages 81-82). Port exit dimensions: 1.18" x 1.86".*
Camshaft Recommendations: *Performer Plus #3712. See page 125 for specs.*



Performer Olds 350 #3711



PERFORMER RPM OLDS 350 (1500-6500 RPM)

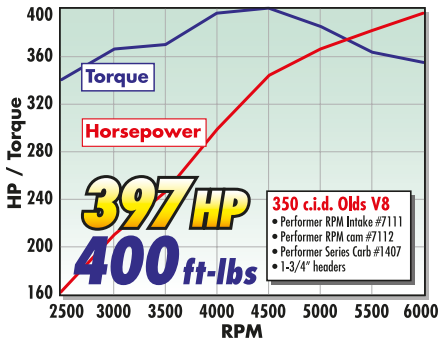
Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra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

	Satin	Polished
Performer RPM Olds 350 (non-EGR) ●	#7111	#71111*

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages).*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #MS96027.*** *No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. OEM carb requires conversion to electric/manual choke. Manifold height: 2" taller than stock A-4.80", B-5.80"; Carb pad height: 5.30", (see pages 81-82). Port exit dimensions: 1.22" x 1.86".*
Camshaft Recommendations: *Performer RPM #7112. See page 126 for specs.*



Performer RPM Olds 350 #7111



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



VICTOR OLDS 350-403 (4500-7500 RPM)

The Edelbrock Victor Olds 350-403 manifold provides power levels never before available for competition single-carb 350-403 Olds engines. Featuring a single-plane "Air-Gap" design, it accepts square-bore carb and offers significant horsepower increases over existing intakes in the 4500 to 7500 rpm range. It features a carb mount pad height of 7" and high-flow constant area 3.2-square-inch runners. The runners have been optimized to match the flow characteristics of Edelbrock Performer RPM aluminum cylinder heads #60519 and the exit size, as-cast, is 1.28" by 1.94" with plenty of metal thickness for gasket matching and porting.

	Satin	Polished
Victor Olds 350-403 (non-EGR) ●	#2812	#28121*

Carburetor Recommendations: *Any carburetor class allows.*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #MS96027.*** *No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. Manifold height: See pages 81-82 for manifold reference dimensions.*



Victor Olds 350-403 #2812

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS OLDSMOBILE



Performer Olds 455 #2151

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

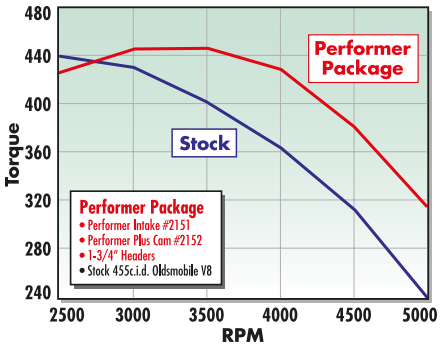
OLDSMOBILE 400-455 V8

PERFORMER OLDS 455 (IDLE-5500 RPM)

Designed for street 400-425-455 c.i.d. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs and boats. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

	Satin	Polished
Performer Olds 455 (non-EGR) ●	#2151	#21511

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7284.*** *For correct gasket kit when using #2151 in a marine/competition application, contact Mondello Performance at (805) 237-8808. Manifold has no provision for OEM choke operation. Will not fit Toronado or 4-4-2 Ram-Air scoop without hood modification or 1964-67 Cutlass. HEI will clear. Manifold height: A-4.40", B-5.50"; Carb pad height: 4.95", (see pages 81-82). Port exit dimensions: 1.22" x 2.22".* ***Camshaft Recommendations:*** *Performer Plus #2152. See page 125 for specs.*





Torker 455 #2730

TORKER 455 (2500-6500 RPM)

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

	Satin	Polished
Torker 455 (non-EGR) ●	#2730	#27301*

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7284.*** *For correct gasket kit when using #2730 in a marine/competition application, contact Mondello Performance at (805) 237-8808. HEI will clear. Manifold height: A-4.50", B-5.60"; Carb pad height: 5.05", (see pages 81-82). Port exit dimensions: 1.25" x 2.34".*



RPM Air-Gap Olds #7551

RPM AIR-GAP OLDS 455 (1500-6500 RPM)

The Edelbrock Performer RPM Air-Gap Oldsmobile 455 intake manifold is intended for aggressive street/strip big-block Olds applications. Designed to optimize horsepower production from 1500 to 6500 rpm, this manifold will perform best with engines that have an aggressive camshaft profile that will take advantage of the increased flow this manifold can provide. This manifold features our popular Air-Gap design that separates the runners from the hot engine oil, resulting in a cooler, denser air charge for more power. This manifold is compatible with stock heads, but has been designed to work with our RPM cylinder heads #60519 for optimal performance. Not compatible with EGR or spread-bore carburetors.

	Satin	Polished
RPM Air-Gap Oldsmobile 455 (non-EGR) ●	#7551	#75511*

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



Victor 455 Olds #2811

VICTOR OLDS 455 (4500-7500 RPM)

Edelbrock Victor drag racing manifolds provide power levels never before available for competition single-carb 455 Olds engines. In independent flow testing, our port-matched design out-flowed the best fully ported manifolds on the market. Featuring a single-plane "Air-Gap" design, they are available for square-bore or 4500 Series carbs to accommodate many competition applications, and offer significant horsepower increases over existing intakes in the 4500 to 7500 rpm range. With a carb mount pad height of 8.2", these manifolds stand more than three inches taller than the Edelbrock Torker manifold and incorporate a high-flow 3.4-square-inch runner. **We've removed the intake bolts between the runners, thus creating a smoother airflow path for higher airflow and more power!** Both manifolds feature a port size and shape that has been optimized to match the flow characteristics of Edelbrock Performer RPM #60519 aluminum cylinder heads.

	Satin	Polished
Victor 455 Oldsmobile Manifold (for Standard Flange Square-Bore Carb) ●	#2810	#28101*
Victor 455 Oldsmobile Manifold (for 4500 Series Carb) ●	#2811	N/A

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

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

PART NUMBERS IN RED ARE... NEW



Performer Pontiac #21563

PONTIAC 326-455 V8

PERFORMER PONTIAC (IDLE-5500 RPM)

Designed for 1965-79 Pontiac 326-455 c.i.d. V8's (except Ram Air V and 265/301 V8's). Provides great throttle response for performance you can feel.

	Satin	Polished	Black
Performer Pontiac (non-EGR) 🔵🟡	**#2156**	**#21561**	**#21563**
Performer Pontiac (EGR) 🔵🟡	**#3756**	**#37561***	**N/A**

Carburetor Recommendations: *#2156: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-11) #3756: OEM 4-bbl.* ***Installation Notes:*** *For 1968-71 use our #8015 throttle bracket. For Trans Am use OEM 4-bbl. carb for Shaker Hood clearance. Choke plate included. Recommended intake gasket:* ***Edelbrock #7280****. HEI will clear. Manifold height: A-5.50", B-6.60" measured to engine block same as stock 4-bbl. intake; Carb pad height: 6.05" (see pages 81-82). Port exit dimensions: 1.06" x 1.92".* ***Camshaft Recommendations:*** *Performer Plus #2157. See page 125 for specs.*



Performer Pontiac #3756

FOR THE ULTIMATE IN PERFORMANCE MATCH WITH EDELBROCK CYLINDER HEADS



Match Performer intake manifolds with Performer D-Port cylinder head #61579, see pages 105-110.



Pontiac P-65 Dual-Quad #5450

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

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

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

Carburetor Recommendations: *Performer Series #1404, 500 cfm, #1405, 600 cfm, Thunder Series AVS #1803/1804, 500 cfm. (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7280****. Manifold height: A-5.9", B-6.34", measured to engine block; Carb pad height: 6.12", (see pages 81-82). Port exit dimensions: 1.07" x 2.02".*



Dual-Quad Linkage Kit #7094



Performer RPM Pontiac #7156

PERFORMER RPM PONTIAC (1500-6500 RPM)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8's (except Ram Air V and 265/301 V8's). Recommended for high-performance street, strip and marine. Provides maximum high-rpm power while maintaining good throttle response for street. Has clearance for HEI distributor. Will not fit under Trans Am Shaker hood without modifications. Also available as a complete manifold and carb kit, see page 139.

	Satin	Polished	EnduraShine
Performer RPM Pontiac (non-EGR) 🔵🟡	**#7156**	**#71561***	**#71564**

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-11).* ***Installation Notes:*** *Recommended intake gasket:* ***Edelbrock #7280****. No provisions for OEM choke. OEM carb requires conversion to electric/manual choke. For 1968-71 use #8015 throttle bracket. Manifold height: 1-1/4" taller than stock, A-6.88", B-8.00" measured to engine block; Carb pad height: 7.45", (see pages 81-82). Port exit dimensions: 1.10" x 2.06".* ***Camshaft Recommendations:*** *Performer RPM #7157. See page 126 for specs.*

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

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLDS PONTIAC RACE & ROVER



Torker II Pontiac #5056



Torker II EFI Pontiac #50565



Victor Pontiac #2956



Victor Pontiac #29565

TORKER II PONTIAC (2500-6500 RPM)

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

	Satin	Polished
Torker II Pontiac (non-EGR) ●●	#5056	#50561*
Torker II EFI Pontiac (non-EGR) ●●	#50565	#505651*
Torker II Pontiac EFI Fuel Rail Kit (Pico injectors with stands)	#3637	

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-11).*
Throttle Body Recommendations: *#3878 4V 4150 style or #3849 EFI elbow and #3869 90mm throttle body.*
Installation Notes: *For 1968-71 use our #8015 throttle bracket. Intake gasket:* ***Edelbrock #7280****. HEI will clear. Manifold height: A-6.03", B-7.15", measured to engine block, .400" higher than stock; Carb pad height: 6.59" (see pages 81-82). Port exit dimensions: 1.03" x 2.03". Stock air conditioning brackets will not fit on Torker II #50565.*
Camshaft Recommendations: *RPM #7157. See page 125 for specs.*

VICTOR PONTIAC (3500-7500 RPM)

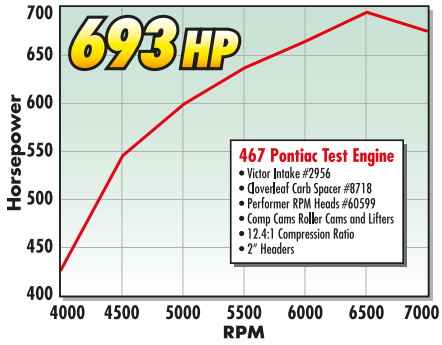
Two versions of the Victor Pontiac are available for 389-455 competition engines. #2957 accepts standard flange carburetors and #2956 is for 4500 Series carbs. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 7500 rpm. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminum heads for maximum power. For best performance, use 1" Cloverleaf spacer #8718 with #2956. Port exit size at head is 1.08" x 2.10" with enough material to open it up to larger port openings.

	Satin	Polished
Victor Pontiac (for 4500 Series carburetors) ●	#2956	N/A
Victor Pontiac (for standard flange carburetors) ●	#2957	N/A
Cloverleaf 1" Spacer (for maximum performance with #2956) ●	#8718	
Super Victor EFI Pontiac (based on #2956) ●	#29565	#295651*
Super Victor EFI Pontiac (based on #2957) ●	#29575	#295751*
Super Victor Pontiac EFI Fuel Rail Kit (standard or Pico injectors)	#3634	

Carburetor Recommendations: *Any carburetor class allows.*
Throttle Body Recommendations: *See pages 171.*
Installation Notes: *Recommended intake gasket:* ***Edelbrock #7280.*** *Manifold height: A-7.70", B-7.70" measured to engine block, (see pages 81-82).*



Cloverleaf spacer #8718





Performer Rover #2198

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

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

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

Carburetor Recommendations: *Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 9-11).*
Installation Notes: *Recommended intake gasket:* ***Fel-Pro #MS96002.*** *Manifold height: A-5.00", B-5.92" measured to engine block; Carb pad height: 5.46", (see pages 81-82). Port exit dimensions: .88" x 1.54". Throttle Bracket #8036 will fit and accepts GM style throttle, kickdown and cruise control cables.*

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

PART NUMBERS IN RED ARE... NEW





#8534



#8515



#8509



#8524

INTAKE MANIFOLD BOLT KITS
FOR EDELBROCK INTAKE MANIFOLDS

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

AMC 290-401 c.i.d. (hex head) ..... **#8534**

Chevy 262-400 c.i.d. (1986 & earlier only), (hex head) ..... **#8504**
Chevy 262-400 c.i.d. with Edelbrock E-Tec or Chevrolet Vortec heads (12 pt. head) ..... **#8516**
Chevy LS1, LS2 & LS3 (#7118, #2908(5), #28097, #7518, #7139 & #7140), (hex head) ..... **#8515**
Chevy 396-502 c.i.d. (12 pt. head) ..... **#8564**
Chevy 348/409 c.i.d. (12 pt. head) ..... **#8509**

Chrysler 318-360 c.i.d. (12 pt. head) ..... **#8579**
Chrysler 383-400-440 c.i.d. (12 pt. head) ..... **#8594**
Chrysler 5.7L & 6.1L (late model HEMI), (hex head) ..... **#8528**

Ford 260-302 c.i.d. (12 pt. head) ..... **#8524**
Ford 302 c.i.d. E-Boss & 351 c.i.d. E-Boss (12 pt. head) ..... **#8529**
Ford 351W c.i.d. (12 pt. head) ..... **#8584**
Ford 351M/400 c.i.d. (12 pt. head) ..... **#8574**
Ford 351C c.i.d. (#7564 only), (12 pt. head) ..... **#8565**
Ford 360-390 c.i.d. (#2105 only), (12 pt. head) ..... **#8508**
Ford FE (#7105 only), (12 pt. head) ..... **#8507**
Ford FE (#2936 and #2937 only), (12 pt. head) ..... **#8536**
Ford 429/460 c.i.d. (12 pt. head) ..... **#8569**

Oldsmobile 330-403 c.i.d. (#2711 and #3711 only), (hex and 12 pt. head mix) ..... **#8514**

Pontiac 326-455 c.i.d. (hex head) ..... **#8559**



#8507



#8559

REPLACEMENT CHOKE PLATES
FOR EDELBROCK INTAKE MANIFOLDS

Choke Block-Off Plate for #3771 — Ford 351M/400 (supplied with manifold) ..... **#8971**
Choke Block-Off Plate — Ford 351W & 351C (supplied with manifolds) ..... **#8981**

Choke Adapter for #2101, #2104 & #3701 — Small-Block Chevy (supplied with manifolds) ..... **#8901**
Choke Adapter for #2161 — Big-Block Chevy (supplied with manifold) ..... **#8961**

Choke Adapter for #3711 & #2151 — Oldsmobile (supplied with manifolds) ..... **#8951**



#8971



#8981



#8901



#8961



#8951



#8729

SPACER KITS
FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

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

Kit for Edelbrock Manifolds #3821 & #7126 ● ..... **#8727**
Kit for Edelbrock Manifolds #2945 & #3887 ● ..... **#8728**
Kit for Edelbrock Manifolds #7123, #7184 & #7185 ● ..... **#8729**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.


#8168


#8163

HEATER HOSE ENDS

These heater hose ends are designed to hold up to any plumbing task you have. They are made from high quality aluminum to ensure they won't rust or corrode. They're available clear anodized and black finish in a variety of sizes to suit your application.

	Black	Clear Anodized
90° with 3/8" NPT and 3/8" Barb	#8167	#8168
90° with 3/8" NPT and 1/2" Barb	#8163	#8164
90° with 1/2" NPT and 3/8" Barb	#8169	#8177
90° with 1/2" NPT and 5/8" Barb	#8178	#8179
90° with 1/2" NPT and 1/2" Barb	#8180	#8182
90° with 1/2" NPT and 3/4" Barb	#8165	#8166
Straight with 1/4" NPT and 3/8" Barb	#8191	#8199
Straight with 1/2" NPT and 3/8" Barb	#8185	#8186
Straight with 3/8" NPT and 3/8" Barb	#8117	#8118
Straight with 3/8" NPT and 1/2" Barb	#8114	#8115
Straight with 3/8" NPT and 5/8" Barb	#8187	#8188
Straight with 1/2" NPT and 1/2" Barb	#8119	#8121
Straight with 1/2" NPT and 5/8" Barb	#8159	#8160
Straight with 1/2" NPT and 3/4" Barb	#8183	#8184


#8186


#8187

PLUGS, PIPE FITTINGS, ETC.

Brass Hose Fitting for S/B Chrysler Intakes (1" O.D. Barb x 3/4"-14" NPT)	#8078
Brass Hose Fitting Barb (1/4"-18 x 3/8" NPT)	#8080
Oldsmobile Cast Iron Exhaust Crossover Plugs	#2733

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

#8078


#8080


#2733


#9126 #9127


#8051


#8052


#4803

OIL FILL TUBE AND BREATHER

Oil Fill Tube and matching push-in Breather is an original style for vintage manifolds with a 1-1/4" oil breather hole. Included with select Edelbrock intake manifolds.

Chrome finished GM style Oil Fill Tube with Breather ●● ..... **#4803**


#4802

DISTRIBUTOR CLAMP

This hold-down clamp is for 4.3L V6, small-block V8 and big-block V8 Chevys. It is constructed of steel with a chrome finish. Kit includes stud, nut and a washer.

Distributor Clamp (4.3L V6 & V8 Chevy) ..... **#4802**


#8095

WATER BYPASS KIT

Provides (2) bypass hoses, fittings and water neck adapter to plumb from the center of the cylinder heads to the water neck. This is common on circle track 23° high-port, 18°, and 15° heads. **NOTE:** Not for plumbing front to rear on intake manifolds.

Water Bypass Kit ..... **#8095**

PART NUMBERS IN RED ARE... NEW



#8603 #8606

HIGH PERFORMANCE THERMOSTATS

Edelbrock thermostats are designed to ensure consistent cooling in high-performance applications. These thermostats feature a brass and copper valve assembly with a stainless steel body for durability. They are bolt-on OE style replacements and will fit many popular domestic and import applications.

Application	*Temp (F)*	*53mm (2-3/32")*	*63mm (2-31/64")*
High Performance Thermostats	**160°**	**#8603**	**#8606**
High Performance Thermostats	**180°**	**#8604**	**#8607**
High Performance Thermostats	**190°**	**#8605**	**N/A**



#4814 #4817

WATERNECKS

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

Straight Aluminum (Chevy 4.3L V6, Chevy V8) ..... **#4816**
15° Aluminum (small-block Ford V8) ..... **#4814**
15° Aluminum (Chevy 4.3L V6, Chevy V8) ..... **#4809**
45° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) ..... **#4817**
90° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) ..... **#4818**



#4818 #8028

WATER NECK ADAPTER

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

Water Neck Adapter ..... **#8028**



#4816



#4809



HOSE CLAMPS

Don't trust your engine to just any hose clamps… Get the ultimate seal with these revolutionary hose clamps. These unique maintenance-free design retain tension and never needs retightening. Plus, they're easy to install and only require an ordinary heat gun. Simply place the clamp over the fittings and hose, then apply heat to seal! They are ideal for preventing leaks on out-of-round applications and conform to any shape of hose, housing or fitting. These hose clamps are made from a heat-sensitive thermoplastic with a memory to prevent over– or under-tightening. Can be used with all brands of silicone hose and are temperature rated from -40°F to 302°F. Sold individually and for use with coolant hose only.

Hose Clamp (O.D. 1.5" - 1.75") ..... **#8460**
Hose Clamp (O.D. 1.75" - 2") ..... **#8461**
Hose Clamp (O.D. 2" - 2.25") ..... **#8462**



#9300

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**



#1077

HIGH TEMP SILICONE SEALANT

This high quality RTV silicone is for use with intake manifold installations. This oil resistant sealant is fast-curing, sensor-safe, low-odor, non-corrosive and meets performance specs of OE silicone gaskets. It also retains high flexibility to prevent leaks caused by vibration and thermal expansion.

RTV Silicone Sealant (1/2 oz.) ..... **#1077**
RTV Silicone Sealant (3 oz.) ..... **#1076**



#9290

A/B EPOXY

Easy to use A/B epoxy is a two part epoxy that is great for cylinder head and intake modifications. Simply mix the two parts, apply and let cure. Once cured, it can be sanded to shape, drilled and tapped. Wash hands well after handling.

A/B Epoxy (1 lb. total weight) ..... **#9290**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

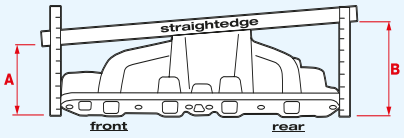
MANIFOLDS REFERENCE DIMENSIONS

IMPORTANT A/B MEASUREMENTS

CHECKING FOR HOOD CLEARANCE

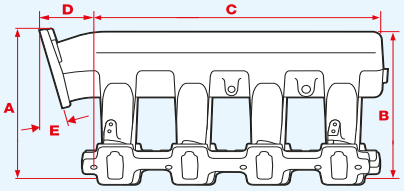
To ensure adequate hood clearance, check the height of your stock manifold and compare the "A" and "B" measurements against those of the Edelbrock manifold prior to purchase. The heights of all Edelbrock manifolds are listed under "Installation Notes" for each model in the intake manifold section of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

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

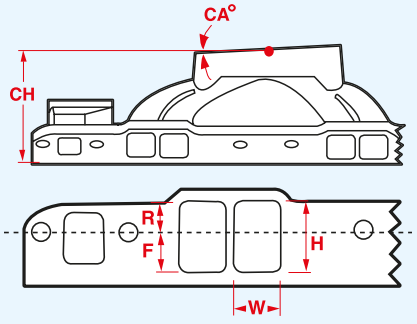


Checking for Hood Clearance on Edelbrock Pro-Flo XT Manifolds

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



RACE MANIFOLD REFERENCE DRAWINGS



Manifold Flange View

R = Bolt hole centerline to port roof
F = Bolt hole centerline to port floor
CH = Carb Height
CA = Carb Angle
W = Width
H = Height

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
SMALL-BLOCK CHEVY							
#2814 Super Victor Vortec Bowtie	4000-8000	1.13	1.07	1.14	2.20	6.77	0°
#2825 Super Victor CNC	3500-8000	0.96	1.25	1.31	2.21	5.50	0°
#2858 Victor Glidden Spider for 18° Heads	5000-8500	0.83	1.21	1.21	2.04	7.03	0°
#2859 Victor Glidden for 18° Heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2900 Victor Jr. CNC	3500-8000	0.84	1.23	1.26	2.07	4.58	3°
#2901 Victor Jr. Sportsman 2V for Bowtie heads	3500-7000	0.89	1.15	1.18	2.04	5.98	0°
#2912 Victor Jr. Sportsman 2V for Vortec	3500-7000	0.18	1.91	N/A	2.09	5.98	0°
#2913 Super Victor for Vortec Heads	3500-8000	0.18	1.91	N/A	2.09	5.63	0°
#2925 Super Victor	3500-8000	0.85	1.15	1.20	2.00	5.50	0°
#2926 Super Victor for Raised-Port Heads	3500-8000	1.06	0.96	1.17	2.02	5.91	0°
#2950 Victor 18° 2.9 for 18° High-Port Heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2958 & #2959 Victor 18° for 18° Heads	5000-8500	1.76	1.21	1.20	2.04	7.03	0°
#2962 Victor SB2 for SB2 Heads	5000-8500	0.78	1.46	1.55	2.13	7.60	0°
#2970 Super Victor 4500	4500-9000	0.87	1.15	1.21	2.02	6.36	0°
#2892 Super Victor II	4000-8000	0.94	1.16	1.21	2.10	6.56	0°
#2971 Super Victor 4500 for Raised-Port Heads	4500-9000	1.06	0.96	1.21	2.02	6.77	0°
#2972 Bowtie II Victor Jr. for Bowtie Heads	3500-8000	0.89	1.15	1.18	2.04	4.58	3°
#2975 Victor Jr.	3500-8000	0.80	1.10	1.10	1.90	4.58	3°
#2978 Victor E	4500-8500	0.80	1.10	1.10	1.90	4.58	3°
#2999 Victor Jr. Tall	3500-8000	0.80	1.10	1.10	1.90	5.58	0°
#7070 Victor Ram	6500-10,000	0.96	1.24	1.20	2.20	7.13	0°
LS SERIES CHEVY							
#2908 Victor Jr. LS1	3500-8000	1.39	1.35	0.98	2.74	4.95	0°
#28457 Victor Jr. Gen IV LS1	3500-7500	1.85	0.57	1.17	2.42	7.40	0°
#28097 Super Victor LS1	4000-8200	1.35	1.39	1.08	2.74	6.07	0°
#2821 Super Victor LS3	3500-7500	0.98	1.22	1.29	2.20	7.67	0°
#2887 Super Victor LS7	3500-8000	1.22	1.16	1.34	2.38	8.43	0°
#2890 Super Victor LS7	3500-8000	1.22	1.16	1.34	2.38	8.43	0°
#2823 Super Victor LS-R	4000-8000	1.20	.99	1.56	2.19	9.93	0°
BIG-BLOCK CHEVY							
#28001 Victor 2 Spread Port	3500-8500	1.06	1.38	1.74	2.44	9.21	0°
#28002 Victor 2 Spread Port Tall Deck	3500-8500	1.06	1.38	1.74	2.44	9.53	0°
#28540 Big Victor 3 9.8" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	7.12	0°
#28542 Big Victor 3 10.2" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	7.40	0°
#28570 Big Victor 3 11.2" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.35	0°
#28572 Big Victor 3 11.625" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.65	0°
#28574 Big Victor 3 11.750" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.74	0°
#2902 Victor Jr. 454-R	3500-7500	1.30	1.05	1.55	2.35	5.96	0°
#2904 Victor Jr. 454-O	3500-7500	0.84	1.07	1.55	1.91	5.96	0°
#2907 Victor 454-R	3500-8000	1.30	1.05	1.55	2.35	5.90	0°
#2909 Victor 454-O	3000-7500	0.84	1.07	1.55	1.91	5.90	0°
#2911 Victor 454-TD	3500-8500	1.30	1.05	1.55	2.35	6.23	0°
#7085 Victor Tunnel Ram	3500-8500	1.44	1.06	1.78	2.50	4.33	0°

**Dimensions are in inches. Refer to "Reference Drawings".*
(A) Measured from lifter valley end seal surface.
(B) Note that exit dimensions may vary slightly
(C) Complies to current NASCAR engine parameters.

NASCAR PERFORMANCE

Edelbrock Intake Manifolds
– An Exclusive NASCAR Performance Product

PART NUMBERS IN RED ARE... NEW

Edelbrock-Equipped Race-Winning Competitors



Phil Hines, NMRA/NMCA Street Outlaw champion uses an Edelbrock Intake Manifold, Cylinder Heads



Rickie Smith has won 3 championships in a row with Edelbrock EFI! He was the back-to-back champion in 2013 and 2014 NHRA Pro Mod class. He followed those with the PDR Pro Nitrous championship in 2015. Rickie is the current 2016 NHRA Pro Mod points leader.



Paul Wiechmann, NHRA, NMCA West and So Cal Pro Gas racer uses Edelbrock Intake Manifold and Cylinder Heads



James Lawrence, NMCA West Limited Street Champion uses Edelbrock LS-R Cylinder Heads

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
BIG-BLOCK CHEVY (CONT.)							
#2916 Super Victor Tall-Deck BBC	3500-8500	1.30	1.00	1.55	2.30	6.95	0°
#2927 Super Victor BBC	3500-8500	1.30	1.00	1.55	2.30	6.20	0°
#2895 Super Victor II Standard-Deck Raised-Port	3500-8500	1.40	0.98	1.66	2.38	7.62	0°
#2896 Super Victor II Short-Deck	4000-8500	1.36	1.06	1.66	2.42	7.56	0°
#2897 Super Victor II Tall-Deck	3500-8500	1.38	1.06	1.72	2.45	7.50	0°
#2898 Super Victor II Short-Deck Raised Port	3500-8500	1.67	0.81	1.72	2.48	7.68	0°
SMALL-BLOCK CHRYSLER							
#2815 Super Victor	3500-8000	1.21	0.94	0.98	2.15	6.30	0°
#2915 Victor 340	3500-8000	1.12	0.92	1.02	2.04	4.92	4°
#2920 Victor W-2	3500-8000	1.10	0.90	1.32	2.00	4.92	4°
BIG-BLOCK CHRYSLER							
#2886 Victor 383	3500-7500	1.16	1.01	1.15	2.17	6.13	0°
#2954 Victor 440	3500-7500	1.16	1.01	1.15	2.17	6.25	0°
#2891 Super Victor 440	3500-8000	1.16	1.01	1.15	2.17	6.40	0°
#2893 Super Victor 440	3500-8000	1.39	1.19	1.30	2.58	6.40	0°
#7524 Dual-Quad 426-572 HEMI	2500-6500	0.92	1.06	1.80	1.98	5.10	2.5°
SMALL-BLOCK FORD							
#2828 Glidden Victor 351W	5000-9000	1.00	1.00	1.18	2.00	7.08	0°
#2860 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2863 Glidden Victor 351Y	5000-8500+	1.52	0.38	1.38	1.90	7.16(A)	0°
#2868 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2921 Victor Jr. 302	3500-8000	0.90	1.00	1.08	1.90	5.50	0°
#2924 Super Victor 351W	4500-8500	1.00	1.00	1.18	2.00	6.25	0°
#2928 Super Victor 8.2	3500-8000	1.00	1.00	1.18	2.00	6.35	0°
#2929 Super Victor 9.2	4500-8500	1.00	1.00	1.18	2.00	5.95	0°
#2934 Super Victor 8.7	5000-9000	1.00	1.00	1.28	2.10	6.35	0°
#2945 Victor 5.0	4000-7500	0.96	1.00	1.16	1.96	8.25	N/A
#2980 Victor 351W	3500-7500	0.90	1.00	1.10	1.90	5.59	0°
#2981 Victor 351W	3500-7500	0.90	1.00	1.10	1.90	5.75	0°
FE FORD							
#2936 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
#2937 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
429/460 FORD							
#2965 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
#2966 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
350-403 OLDSMOBILE							
#2812 Victor 350-403 Olds	4500-7500	0.97	0.97	1.28	1.94	7.00	0°
400-455 OLDSMOBILE							
#2810 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
#2811 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
389-455 PONTIAC							
#2957 Victor Pontiac	3500-7500	0.61	1.49	1.08	2.10	7.70	0°
#2956 Victor Pontiac	4500-7500	0.61	1.49	1.08	2.10	7.70	0°

**Dimensions are in inches. Refer to "Reference Drawings".*
(A) Measured from lifter valley end seal surface.
(B) Note that exit dimensions may vary slightly
(C) Complies to current NASCAR engine parameters.

NASCAR PERFORMANCE

Edelbrock Intake Manifolds – An Exclusive NASCAR Performance Product

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

GASKETS



Complete Head Gasket Set #7364 for small-block Ford



Edelbrock partners with top cylinder head gasket manufacturers to provide the best head gaskets for use with Edelbrock aluminum cylinder heads.



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



#9300



#1077

WHY YOU NEED EDELBROCK GASKETS

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

COMPLETE HEAD GASKET SETS

Edelbrock head gaskets are matched to Edelbrock performance cylinder heads to provide the best sealing solution and optimal performance. These complete sets include every gasket you need for installation — head, intake, exhaust, valve cover (except LT1 & LT4), distributor, and thermostat housing gaskets.

CYLINDER HEAD GASKETS

Edelbrock head gaskets provide the best sealing solution and are matched to Edelbrock cylinder heads for optimal performance. Edelbrock relies on industry leading head gasket manufactures to ensure our head gasket sets will provide the best fit and sealing properties when used with Edelbrock aluminum cylinder heads. Edelbrock head gaskets are manufactured from high-density materials and feature a superior design that performs under pressure and provides a long-lasting seal, without re-torqueing.

INTAKE GASKETS

Matched to Edelbrock Performer, Performer RPM and Victor Jr. cylinder heads and manifolds, our Intake Gaskets allow for optimum flow and performance. The new MP-2N Micropore® technology does not use solvents making our gaskets environmentally friendly. Impervious to most chemicals, this synthetic fiber composite provides a high recovery under load. This means that when compressed, the gasket will conform to any imperfections on the sealing surface even using lower flange pressures. A nitrile bead around each port opening makes the seal even better. Edelbrock intake gaskets are an Edelbrock product.

EXHAUST GASKETS

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

VALVE COVER GASKETS

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

BULK PACK INTAKE GASKET SETS

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

1955-86 Small-Block Chevy - 10-pack intake gasket set ..... **#72018**
Small-Block Chevy Vortec Bowtie - 10-pack intake gasket set (.060" thick) ..... **#72068***
Small-Block Chevy Vortec Bowtie - 10-pack intake gasket set (.120" thick) ..... **#72078***
E-Tec, Vortec & Fast Burn small-block Chevy - 10-pack intake gasket set ..... **#72358**
Small-Block Ford 1963-96, 289, 302 S/B [except Boss], 1982-96, 5.0L & 5.8L 351W - 10-pack intake gasket set ..... **#72208**

EDELBROCK GASGACINCH

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

Edelbrock Gasgacinch (4.0 oz.) ..... **#9300**

HIGH TEMP SILICONE SEALANT

This high quality RTV silicone is for use with intake manifold installations. This oil resistant sealant is fast-curing, sensor-safe, low-odor, non-corrosive and meets performance specs of OE silicone gaskets. It also retains high flexibility to prevent leaks caused by vibration and thermal expansion.

RTV Silicone Sealant (1/2 oz.) ..... **#1077**
RTV Silicone Sealant (3 oz.) ..... **#1076**

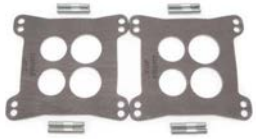
PART NUMBERS IN RED ARE... NEW
* Available While Supplies Last

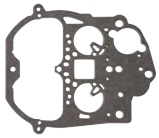

#1499


#3899


#9265


#9266


#9267


#1987

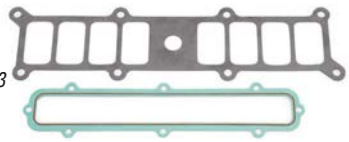

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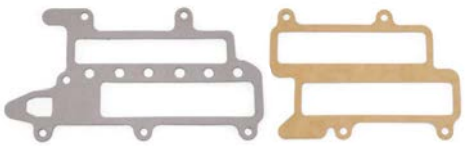

#3897


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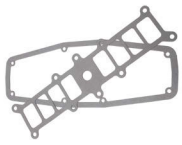

#3830


#3813


#7233


#6941 #6942


#6950


#3832


Honda Intake Manifold Gasket #15005


#3894


#3895

CARBURETOR GASKETS

EDELBROCK SQUARE-BORE CARB GASKETS

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

HEAT INSULATOR GASKETS

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

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

AIRHORN GASKET SETS FOR Q-JET CARBURETORS

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

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

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

VICTOR JR. 2V SPORTSMAN GASKET

Carb Base Gasket for #2901, #2912, #2940 and #2941 (6 gaskets included) ..... **#6940**

FORD EGR GASKETS

EGR Gaskets; OEM 4V (for #3721, #3723, #3781, and #3783 Manifolds) ..... **#3896**
EGR Gasket; OEM 2V (for #3721, #3723, #3781, and #3783 Manifolds) ..... **#3897**
EGR Plate Gasket; OEM 4V (for #3766 Manifold) ..... **#3898**

THROTTLE BODY GASKETS

	65mm	70mm	75mm	90mm
Throttle Body Flange	N/A	N/A	N/A	#3813
1986-93 5.0L Mustang Replacement Gasket Sets	#3830	#3830	#3831	N/A

MANIFOLD REPLACEMENT GASKETS

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

CHEVY 2-PIECE MANIFOLD GASKETS

1982-85 2.8L 2V V6 (top gasket for #3785/#3787) ..... **#6941**
1982-85 2.8L 4V V6 (top gasket for #3785/#3789) ..... **#6942**
1985-91 305-350 S/B High-Flo T.P.I. (gasket for runners to base #3865 & #3870) ..... **#3866**
1957-86 302-327-350-400 S/B Tunnel Ram (base to top gasket for #7110) ..... **#6999**
1957-86 302-327-350-400 S/B Tunnel Ram (set of 5 pairs for #7110) ..... **#6950**
1957-86 302-327-350-400 S/B Victor Tunnel Ram (top gasket for #7070) ..... **#6988**
Cross-Ram LS3 (base and plenums gasket for #7141 & #71413) ..... **#7271**
396-502 B/B Tunnel Ram 2-0/2-R (top gasket for #7115 & #7075) ..... **#6989**
Victor Tunnel Ram Base to Top Replacement Gasket (for #7085, #7086, #70855) ..... **#7355**

FORD 2-PIECE MANIFOLD GASKETS

1986-95 5.0L (base and plenum cover gaskets for #3821) ..... **#3832**
1986-95 5.0L (base and plenum cover gaskets for #7126) ..... **#7231**
5.0L/5.8L EFI Victor (base and plenum cover gaskets for #2945 and #3887) ..... **#7232**
1987-96 5.0L/5.8L EFI trucks (base and plenum cover gaskets for #3841 and #3881) ..... **#3833**
Performer 5.0 RPM II (base and plenum gasket for #7123) ..... **#7233**
Slingshot Manifold Gasket (located between manifold top and bottom pieces) ..... **#8700**

HONDA & ACURA INTAKE MANIFOLD GASKETS

1992-00 D16 (intake manifold gasket (D15B7 & D16Z6 will require trimming of gasket) ..... **#15005**
1994-01 Honda B16 & 1997-01 Acura Integra Type-R B18C5 (intake manifold gasket) ..... **#15041**
1994-01 Acura Integra GSR B18C1 (intake manifold gasket) ..... **#15042**
1994-01 Acura Integra LS B18B (intake manifold gasket) ..... **#15043**

PRO-FLO 2 SYSTEM GASKETS

Replacement 2V Air Valve Gasket (for Pro-Flo 2 systems #35030) ..... **#3894**
Replacement 4V Air Valve Gasket (for Pro-Flo 2 systems #3500 & #3550) ..... **#3895**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

GASKETS REFERENCE GUIDE


#6997


#6998


#6991

FRONT COVER GASKET SETS

Includes front cover gasket and front seal.

For Small-Block Chevy ..... **#6997**
For Big-Block Chevy ..... **#6998**
For Small-Block Ford ..... **#6991**


#7252

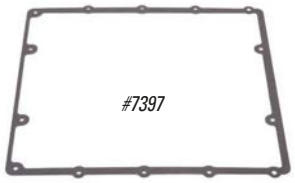

#7257


#7258

WATER PUMP GASKETS

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


#7274


#7397

THERMOSTAT GASKET

For 1983-2002 Jeep 4.0L Inline Six ..... **#7274**

E-FORCE SUPERCHARGER LID GASKET

This is a replacement gasket for the E-Force supercharger lid cover. Will fit the following applications: Camaro systems #1596, #1597, #1598, #1599; Corvette systems #1572, #1573, #1574, #1575, #1576, #1590, #1591, #1592, #1593, #1594, #1595; Truck/SUV systems #1564, #1567, #1577, #1578, #1579.

E-Force Supercharger Lid Replacement Gasket ..... **#7397**

GASKET APPLICATION REFERENCE GUIDE

Year	Model	Head Gaskets				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		BORE	COMPRESSED	VOLUME	PART #	PORT SIZE	THICKNESS	PART #	PORT SIZE	PART #	THICKNESS	PART #	
AMC													
1967-1969	290-390	4.275"	0.045"	10.60cc	**#7329**	1.13" x 2.21"	.060"	**#7213**	1.80" x 1.30"	**#7239**	1/4"	**#7532**	**#7372**
1970-1991	290-304-343; 360-390-401	4.275"	0.045"	10.60cc	**#7329**	1.13" x 2.21"	.060"	**#7213**	1.80" x 1.30"	**#7239**	1/4"	**#7532**	**#7372**
BUICK													
1967-1976	400-455	4.400"	0.050"	12.50cc	**#7346**	1.15" x 2.38"	.032"	**#7246** (C)	1.20" x 1.63"	**#7247**	3/16"	**#7546**	**#7369**
CHEVROLET													
1985-1995	V6 200-229-262 (3.8 and 4.3L)	–	–	–	–	1.28" x 2.10"	.060"	**#7209**	–	–	–	–	–
1958-1986	302-327-350 S/B	4.125"	0.039"	8.70cc	**#7310**	1.28" x 2.09"	.060"	**#7201**	1.50" x 1.50"	**#7204**	5/16"	**#7549**	**#7361**
1958-1986	400 S/B	–	–	–	–	1.28" x 2.09"	.060"	**#7201**	1.50" x 1.50"	**#7204**	5/16"	**#7549**	–
–	Edelbrock 23° S/B Victor Jr. and Victor High-Port Intakes	–	–	–	–	1.31" x 2.02"	.060"	**#7217** (K)	–	–	–	–	–
–	Edelbrock 18° S/B Victor Jr. and Victor High-Port Intakes	–	–	–	–	1.23" x 2.13"	.060"	**#7218** (K)	–	–	–	–	–
1958-1986	E-Tec 170 302-327-350 S/B	4.125"	0.039"	8.70cc	**#7310**	1.08" x 2.11"	.120"	**#7235** (C)	1.50" x 1.50"	**#7204**	5/16"	**#7549**	**#7367**
1958-1986	E-Tec 200 302-327-350 S/B	–	–	–	**#7310**	1.26" x 2.24"	.120"	**#7215** (C)	1.50" x 1.50"	**#7204**	5/16"	**#7549**	–
1958-1986	E-Tec 170 400 S/B	–	–	–	–	1.08" x 2.11"	.120"	**#7235** (C)	1.50" x 1.50"	**#7204**	5/16"	**#7549**	–
1958-Later	S/B Vortec Bowtie	4.125"	0.039"	8.70cc	**#7310**	1.14" x 2.20"	.060"	**#7206** (E)	1.50" x 1.50"	**#7204**	5/16"	**#7549**	–
1958-Later	S/B Vortec Bowtie	4.125"	0.039"	8.70cc	**#7310**	1.14" x 2.20"	.120"	**#7207** (E)	1.50" x 1.50"	**#7204**	5/16"	**#7549**	–
1992-1997	LT1	4.100"	0.052"	11.50cc	**#7342**	2.1" x 1.265"	.060"	**#7243**	1.385" x 1.400" (D shaped)	**#7248**	–	–	**#7380**
1992-1997	LT4	4.100"	0.052"	11.50cc	**#7342**	2.3" x 1.25"	.060"	**#7244**	1.385" x 1.400" (D shaped)	**#7248**	–	–	**#7379**
1997-Later	LS1	3.920"	0.051"	N/A	**#7388**	(Set of 8 O-Rings)		**#7386**	–	–	–	–	–
1997-Later	LS2	4.080"	0.051"	N/A	**#7387**	(Set of 8 O-Rings)		**#7386**	–	–	–	–	–
2005-Later	LS3 (Edelbrock Cross Ram manifold)	–	–	N/A	–	(Set of 8 O-Rings)		–	–	–	–	–	**#7395**

PART NUMBERS IN RED ARE... NEW

Year	Model	Head Gaskets				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		BORE	COMPRESSED	VOLUME	PART #	PORT SIZE	THICKNESS	PART #	PORT SIZE	PART #	THICKNESS	PART #	
CHEVROLET (CONT.)													
1958-1965	348/409 "W-Series"	4.500"	0.0435"	12.20cc	**#7359**	2.50" x 1.31"	.060"	**#7240** (G) **#7242** (I)	1.813" x 1.75"	**#7241** (F)	5/16"	**#7582**	**#7378**
1965-1990	Mark IV, 396-402-427-454 B/B Rectangular Port	4.370"	0.039"	9.70cc	**#7302**	1.82" x 2.54"	.060"	**#7202**	1.940" (round)	**#7205**	5/16"	**#7580**	**#7362**
1965-1990	Mark IV, 396-402-427-454-555 B/B Rectangular Port 6 Bolt Flange with No Crossover	–	–	–	–	1.82" x 2.46"	.060"	**#7208** (C)	–	–	–	–	–
1965-1990	Mark IV, 396-402-427-454 B/B Oval Port	4.370"	0.038"	10.05cc	**#7302**	1.82" x 2.05"	.060"	**#7203**	1.940" (round)	**#7205**	5/16"	**#7580**	**#7363**
1991-Later	Gen V & VI, 454 B/B Rectangular Port	4.370"	0.038"	10.05cc	**#7375**	1.82" x 2.54"	.060"	**#7202**	1.940" (round)	**#7205**	5/16"	**#7580**	**#7376**
1991-Later	Gen V & VI, 502 B/B Rectangular Port	4.540"	0.039"	10.05cc	**#7356**	1.82" x 2.54"	.060"	**#7202**	1.940" (round)	**#7205**	5/16"	**#7580**	**#7389**
–	Edelbrock Big Victor B/B Spread Port Cylinder Heads	–	–	–	–	2.02" x 2.635"	.060"	**#7245**	–	–	0.130"	**#7559**	–
–	Edelbrock BV3 B/B Cylinder Heads	4.840" 5.000"	–	–	–	2.02" x 2.72"	.060"	**#7249** **#7259**	–	–	–	–	–
CHRYSLER													
1966-1987	318-340-360	4.180"	0.050"	11.20cc	**#7326**	1.17" x 2.30"	.060"	**#7276**	1.75" x 1.25"	**#7236**	3/16"	**#7592**	**#7370**
	318-340-360 (for Victor Heads)	–	–	–	–	–	–	–		**#6938**	–	–	–
1992-Later	Magnum	4.140"	0.048"	10.70cc	**#7327**	1.18" x 2.18"	.060"	**#7277**	1.50" x 1.20"	**#7237**	5/16"	**#7593**	**#7371**
	5.7L & 6.1L (Gen III) HEMI	–	–	–	–	1.93" x 1.97"	.060"	**#7250**	–	–	–	–	–
1958-1979	361-383-400,413-426 [except HEMI], and 440 engines	4.505"	0.038"	9.69cc	**#7325**	1.23" x 2.27"	.030"	**#7225** (B)	1.84" x 1.33"	**#7226**	3/16"	**#7591**	**#7366** (B)
	426-572 HEMI engines (Gen II)	4.590"	0.051"	14cc	**#7347**	2.00" x 1.84"	.060"	**#7278**	1.84" x 1.74"	**#7279**	1/4"	**#7589**	**#7349**
FORD													
1938-1948 1949-1953	Ford/Mercury Flathead	3.187" 3.420"	–	–	**#7394** **#7393**	1.35" x 2.00"	.062"	**#7234**	–	–	–	–	**#7384** **#7383**
1963-1996 1982-1996	289, 302 S/B [except Boss] 5.0L & 5.8L 351W	4.100"	0.045"	9.8cc	**#7313** (J)	1.20" x 2.00"	.060"	**#7220**	1.25" x 1.48"	**#7227**	5/16"	**#7560**	**#7364**
–	Edelbrock Victor Jr. Cylinder Heads with No Crossover	–	–	–	–	1.28" x 2.10"	.060"	**#7219**	–	–	–	–	–
–	302 E-Boss and 351W E-Boss (Clevor) Conversions	4.100"	0.047"	10.20cc	**#7341** (H)	1.52" x 2.16"	.060"	**#7265**	1.98" x 1.56"	**#7262**	1/4"	**#7569**	**#7377**
1970-1974	351 Cleveland	4.080"	0.038"	8.10cc	**#7328**	1.52" x 2.16"	.060"	**#7265**	1.98" x 1.56"	**#7262**	1/4"	**#7569**	**#7374**
1958-1976	390-428 FE	4.400"	0.038"	9.90cc	**#7337**	1.40" x 2.10"	.060"	**#7224**	1.40" x 2.04"	**#7229**	5/16"	**#7568**	**#7368**
1968-1987	429-460 B/B	4.500"	0.048"	12.5cc	**#7314**	1.98" x 2.26"	.060"	**#7223** (D)	1.50" x 2.10"	**#7228**	5/16"	**#7563**	**#7365**
JEEP													
1987-2006	4.0L Inline Six	4.005"	0.042"	8.88cc	**#7348**	1.67" x 1.38"	.060"	**#7275**	1.66" (round)	**N/A**	5/32"	**#7583**	**#7350**
OLDSMOBILE													
1965-1976	400-425-455	4.250"	0.042"	9.8cc	**#7340**	1.44" x 2.44"	.060"	**#7284**	1.95" x 1.56"	**#7238**	1/4"	**#7598**	**#7373**
PONTIAC													
1961-1979	326-389-400-421-428-455	4.300"	0.038"	8.96cc	**#7381**	1.18" x 2.20"	.060"	**#7280**	1.880"	**#7281**	3/16"	**#7590**	**#7382**

IMPORTANT FOOTNOTES

(A) Does not include end seals; Edelbrock recommends the use of silicone sealant in place of end seals
(B) Must be used with OE-style valley pan
(C) Does not have embossed silicone bead
(D) Does not fit CJ or SCJ
(E) For use with Bowtie Vortec #2814 intake
(F) For use with large port applications, including Edelbrock RPM heads #60809/#60819,will not fit factory heads
(G) For use with large port applications only
(H) For use with Edelbrock RPM heads #61699 only
(I) For use with small port applications only
(J) Graphite style
(K) Gasket is trim-to-fit for port matching

EMISSIONS GUIDE

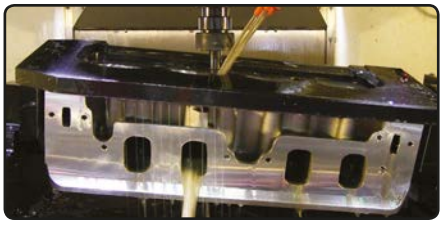
● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**

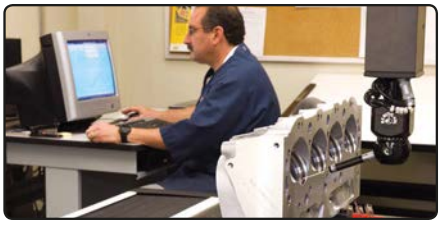
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS INTRODUCTION









EDELBROCK CYLINDER HEADS MADE IN USA QUALITY AND PERFORMANCE!

Each cylinder head we bring to market is engineered, tested, cast and machined in our manufacturing facilities in Southern California. Our investment in people, equipment and quality processes to ensure that every cylinder head that leaves our warehouse will perform up to it's expectations. **Every cylinder head is cast from high quality A356 aluminum and heat treated to T6 specifications in-house.** The result of the T6 heat treat process is a strong casting that can handle the demands of your engine. Our cylinder heads also use highly efficient ports and state-of-the-art combustion chamber shapes that offer improved performance throughout the rpm range for great throttle response and top-end horsepower. Other top-quality features include threaded inserts in rocker stud and exhaust bolt holes for superior strength and durability, and manganese-bronze valve guides. **All of these are features that some other companies don't include. Since 1938, we have prided ourselves on delivering the highest quality and best performing automotive products on the market, period.**



E-Street Head for B/B Chevy #50459

E-STREET® CYLINDER HEADS

Edelbrock E-Street cylinder heads offer **American made quality and affordable performance**. E-Street cylinder heads feature as-cast ports and are designed for entry-level street performance applications operating in the idle-to-5500 rpm range. Their modern combustion chamber designs improve the combustion process and larger than stock intake and exhaust ports move more air through your engine for improve efficiency. Most E-Street cylinder heads are sold in pairs and are available for popular V8 engines.



Performer Pontiac D-Port Head #61579

Important Notes: *Edelbrock heads are sold individually (except Flatheads, E-Street and E-Series small-block applications) check listings for details. Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.*

PERFORMER® CYLINDER HEADS

Select performer heads are 50-state emissions legal and are designed to fit emissions controlled engines. These heads provide great torque and horsepower up to 5500 rpm.

PART NUMBERS IN RED ARE... NEW



Performer RPM for S/B Ford #60259

PERFORMER RPM® CYLINDER HEADS

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



E-CNC #79949 for LS1/LS2 Chevy

E-CNC™ CYLINDER HEADS

FULLY CNC PORTED HIGH-PERFORMANCE DESIGNS

For the ultimate in performance, our E-CNC cylinder heads are the answer. These cylinder heads are **fully CNC ported for maximum horsepower and torque**, making them ideal for high-performance street and light duty racing applications. They also feature high-quality lightweight valve springs and heavy duty hardware for maximum lift and maintain the stock exhaust port location. E-CNC cylinder heads are available for small-block Chevy, LS-series Chevy, big-block Chevy and small-block Ford.



E-Series Head for S/B Ford #5028

E-SERIES™ CYLINDER HEADS

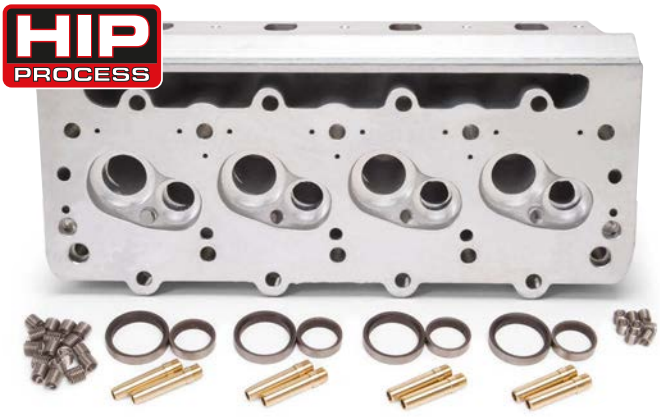
E-Series cylinder heads are a step up in affordable performance from our E-Street line. They **feature larger runners for increased airflow, revised exhaust ports and larger diameter springs for higher lift camshafts**, making them ideal for a spec series racer and larger displacement engines. These heads also have as-cast ports and maintain the stock exhaust port location, making them compatible with OEM headers and hardware. E-Series cylinder heads are available for small-block Chevy and small-block Ford.



Victor Jr. S/B Chevy #77619

VICTOR® SERIES CYLINDER HEADS

Victor Series cylinder heads are used by many of the best racers in the country and are the best choice for all-out competition. Edelbrock engineers work with leading racers like Billy Glidden, John Urist and Pat Musi to produce the ultimate components for racing. The end results is competition ready cylinder heads that feature **race wining technology, Right-Out-of-the-Box**. **Victor Jr.** cylinder heads are compatible with OE valve train and pistons for bolt-on convenience while **Victor** cylinder heads feature raised runners, revised chambers and relocated valves for all-out competition. **Victor Pro-Port CNC** heads are fully CNC ported versions of Victor heads if you're looking for maximum power.



Glidden Victor SC-1 Pro-Port Raw #770769

PRO-PORT RAW™ CYLINDER HEADS

SERIOUS CASTINGS FOR SERIOUS PROFESSIONALS

Pro-Port Raw cylinder heads are specialty purpose-engineered castings **designed for the professional cylinder head porter and engine builder**. Features include extra-thick decks, under-sized intake and exhaust runners and increased wall thickness to allow for custom CNC porting. The castings are semi-machined with finished accessory, intake and exhaust flange bosses. **Optional HIP Processed castings available!** This aerospace process results in an incredibly strong and dense casting, see page 117 for more details. Pro-Port heads are available for small-block Chevy, Chevy SB2 and ROX, LS-series Chevy, big-block Chevy (conventional and spread-port), small-block Ford (including SC-1), FE Ford and Pontiac.

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS AMC/JEEP AND BUICK

AMC/JEEP 343-401 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Intake Flange Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
185cc / 70cc	Performer AMC/Jeep with exhaust crossover	**#60129**	**#60139**	300-450	Standard	Standard	54cc	2.02" / 1.60"	Flat Tappet	0.580"	1.55"
185cc / 70cc	Performer RPM AMC/Jeep no crossover	**#60109**	**#60119**	300-450	Standard	Standard	54cc	2.02" / 1.60"	Flat Tappet	0.580"	1.55"
185cc / 70cc	Performer RPM AMC for NHRA Stock/Super Stock only	**#60107**	–	NHRA	Standard	Standard	54cc	–	–	–	–

IMPORTANT NOTES FOR PERFORMER & PERFORMER RPM FOR AMC/JEEP

- *Include adjustable rocker studs and guide plates for use with small-block Ford style adjustable 1.6:1 ratio rockers.*
- *Intake flange is dual-drilled to accommodate early and late model intake bolt patterns, covering 1967-91.*
- *Direct bolt-on for 1970-later engines with 1/2" head bolts, these heads include step-dowel pins for pre-1970 engines.*
- *Their dual-quench combustion chambers produce approximately 9.5:1 compression in 401 V8 engines.*
- *Features a 45° intake seat angle for improved mid- to high-lift flow over the stock 30° angle.*
- *Use Edelbrock Step Washer Kit #9693 on 1967-69 engines with 7/16" head bolts.*
- *Bare heads have valve guides and seats installed, but require final sizing and a valve job to match your valves.*
- *Complete heads include larger-than-stock valve springs to handle most high-lift cams.*
- *Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).*
- *Replacement valve part numbers are for sets of 8, see page121 for more information.*

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



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

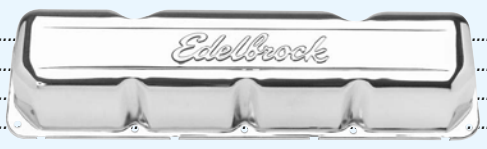
BUICK 400-455 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Intake Flange Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type
215cc / 130cc	Performer RPM Buick	**#60039**	**#60049**	**#600419***	400-500	Standard	Standard	68cc	2.125" / 1.75"	Flat Tappet
215cc / 130cc	Performer RPM Buick for NHRA Super Stock only	**#60037**	–	–	NHRA	Standard	Standard	68cc	–	–

IMPORTANT NOTES

- *Include adjustable rocker stud and guide plate for use with small-block Chevy style adjustable 1.6:1 ratio rockers.*
- *The large 68cc combustion chambers produce 9.2:1 compression ratio with stock pistons.*
- *Bare heads have valve guides and seats installed, but require final sizing and a valve job to match your valves.*
- *Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 3/8" (width of slot in guide plate).*
- *Replacement valve part numbers are for sets of 8, see page121 for more information.*

MATCHING PARTS



Description	Page No.
Roller Timing Set	131
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224
Signature Series Valve Covers	202



High Performance Zinc Additive and Break In lubricants offer your engine the best protection. See page 130 for more info.

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

PART NUMBERS IN RED ARE... NEW

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
🟡	–	**#8531** (Pre-1970) **#8532** (1970-Later)	#7329	#7213	#7239	#7532	#9637	**#9765** (I) **#9766** (E)	#5792	#9644	RC12YC
🟡	–	**#8531** (Pre-1970) **#8532** (1970-Later)	#7329	#7213	#7239	#7532	#9637	**#9765** (I) **#9766** (E)	#5792	#9644	RC12YC
🔴	–	**#8531** (Pre-1970) **#8532** (1970-Later)	#7329	#7213	#7239	#7532	#9637	–	–	–	RC12YC



Performer AMC/Jeep



Performer RPM AMC/Jeep



Performer RPM AMC/Jeep



Performer AMC/Jeep #60129



Performer RPM AMC for NHRA Stock/ Super Stock



Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
0.600"	1.55"	🟡	–	**#8503**	#7346	#7246	#7247	#7546	#9605	**Call Tech**	#5792	#9644	RC12YC
–	–	🔴	–	**#8503**	#7346	#7246	#7247	#7546	#9605	–	–	–	RC12YC



Performer RPM Buick #60049



Performer RPM Buick #60049



Performer RPM Buick #60049



Performer RPM Buick for NHRA Super Stock



EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS SMALL-BLOCK CHEVY

CHEVROLET 262-400 V8

Port Volume Intake / Exhaust	Description	Complete (Pair)	Bare (Single)	Complete (Pair) Polished Finish	Complete w/Valves Only (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Intake Flange Style	Exhaust Port Location	Plug Type	Chamber Volume
165cc / 65cc	Performer Centerbolt (1987-95)	–	#60849	–	–	#60859	#608519*	250-425	Standard	Standard	Straight	60cc
165cc / 65cc	Performer Centerbolt (1986-91) 5.7L Corvette	–	#60869	–	–	#60879	#608719*	250-425	Standard	Standard	Angled	60cc
170cc / 62cc	Performer RPM	–	#61009	–	–	#61015	–	250-425	Standard	Standard	Straight	60cc
170cc / 62cc	Performer RPM	–	#61009	–	–	#61019	–	250-425	Standard	Standard	Straight	60cc
170cc / 70cc	E-Tec 170	–	#60959	–	–	#60975	#609715*	350-450	Vortec	Standard	Straight	64cc
170cc / 70cc	E-Tec 170	–	#60959	–	–	#60979	#609719*	350-450	Vortec	Standard	Straight	64cc
185cc / 60cc	E-Street	#5089	–	#50891*	–	#50899	–	300-400	Standard	Standard	Straight	64cc
185cc / 60cc	E-Street	#5073	–	–	–	#50739	–	300-400	Standard	Standard	Straight	70cc
185cc / 65cc	Performer	–	#60659	–	–	#60759	#607519*	300-450	Standard	Standard	Straight	70cc
185cc / 65cc	Performer	–	–	–	–	#60909	#609019*	300-450	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for SCCA	–	#608879	–	#608979	–	–	350-475	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	–	#60947	–	–	–	–	NHRA	Standard	Standard	Angled	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	–	#60887	–	–	–	–	NHRA	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	–	#60617	–	–	–	–	NHRA	Standard	Standard	Angled	70cc
185cc / 65cc	Performer RPM for NHRA Super Stock	–	#60637	–	–	–	–	NHRA	Standard	Standard	Straight	70cc
185cc / 75cc	E-CNC 185	–	#79889	–	–	#79895	–	400-500	Standard	Standard	Straight	64cc
185cc / 75cc	E-CNC 185	–	#79889	–	–	#79899	–	400-500	Standard	Standard	Straight	64cc
195cc / 65cc	Performer RPM	–	#60619	–	–	#60715	#607115*	350-450	Standard	Standard	Angled	70cc
195cc / 65cc	Performer RPM	–	#60639	–	–	#60735	#607315*	350-450	Standard	Standard	Straight	70cc
195cc / 65cc	Performer RPM	–	#60949	–	–	#60995	–	350-450	Standard	Standard	Angled	64cc
195cc / 65cc	Performer RPM	–	#60889	–	–	#60895	#608915	350-450	Standard	Standard	Straight	64cc
195cc / 65cc	Performer RPM	–	#60619	–	–	#60719	#607119*	350-450	Standard	Standard	Angled	70cc
195cc / 65cc	Performer RPM	–	#60639	–	–	#60739	#607319*	350-450	Standard	Standard	Straight	70cc
195cc / 65cc	Performer RPM	–	#60949	–	–	#60999	#609919*	350-450	Standard	Standard	Angled	64cc
195cc / 65cc	Performer RPM	–	#60889	–	–	#60899	#608919	350-450	Standard	Standard	Straight	64cc

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

APPLICATION SPECIFIC INSTALLATION FOOTNOTES

(A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
(B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
(C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
(D) Edelbrock pushrods #9632 are recommended
(E) Requires hardened pushrods
(F) Pedestal mount rockers
(G) When using hot air choke Q-Jet carbs,choke kit #1932 is required
(H) Intended for use on small-bore (3.736" - 4.00") 265, 283, 305 & 307 engines
(I) Deck thickness: 9/16", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)

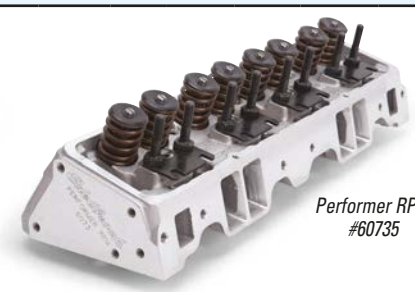
**Special order non-returnable product, please allow 4-6 weeks delivery.*

PART NUMBERS IN RED ARE... NEW

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



E-Street #5089



Performer RPM #60735



SCCA RPM #608979

EMISSIONS GUIDE

🟢 50-STATE LEGAL 🔴 RACING ONLY 🔵 PRE-POLLUTION CONTROLLED VEHICLES ⚫ STOCK REPLACEMENT 🟡 ENGINE SWAP

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS SMALL-BLOCK CHEVY

CHEVROLET 262-400 V8 (CONTINUED)

Port Volume Intake / Exhaust	Description	Bare (Pair)	Complete (Pair)	Bare (Single)	Complete w/Valves Only (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Intake Flange Style	Exhaust Port Location	Plug Type	Chamber Volume
200cc / 80cc	E-Tec 200	–	–	#60969	–	#60985	#609815*	350-500	Vortec	Standard	Straight	64cc
200cc / 80cc	E-Tec 200	–	–	#60969	–	#60989	#609819*	350-500	Vortec	Standard	Straight	64cc
210cc / 75cc	E-Series E-210	#5086	#5087	–	–	–	–	400-550	Standard	Standard	Straight	64cc
210cc / 75cc	E-Series E-210	#5086	#5085	–	–	–	–	400-550	Standard	Standard	Straight	64cc
215cc / 85cc	Victor Jr. 23°	–	–	–	–	#77589	–	450-550	Standard	+.125	Angled	64cc
215cc / 85cc	Victor Jr. 23°	–	–	–	–	#77599	–	450-550	Standard	+.125	Angled	64cc
215cc / 85cc	Victor Jr. 23° (Add your own springs)	–	–	–	#77579	–	–	450-550	Standard	+.125	Angled	64cc
215cc / 85cc	Victor Jr. 23°	–	–	–	–	#77619	#776119*	450-550	Standard	+.125	Angled	70cc
215cc / 85cc	Victor Jr. 23°	–	–	–	–	#77629	#776219*	450-550	Standard	+.125	Angled	70cc
220cc / 85cc	Victor Jr. 23°	–	–	#61249	–	#61255	–	450-500	Standard	+.300	Angled	64cc
220cc / 85cc	Victor Jr. 23°	–	–	#61249	–	#61259	–	450-600	Standard	+.300	Angled	64cc
225cc / 88cc	E-CNC	–	–	–	–	#61209	–	500-600	Standard	+.200	Angled	68cc
225cc / 88cc	E-CNC	–	–	–	–	#61205	–	500-600	Standard	+.200	Angled	68cc
260cc / 88cc	E-CNC	–	–	–	–	#61215	–	500-650	Standard	+.200	Angled	68cc
260cc / 88cc	E-CNC	–	–	–	–	#61219	–	500-650	Standard	+.200	Angled	68cc
275cc / 88cc	E-CNC	–	–	–	#61229	–	–	550-700	Standard	+.200	Angled	68cc
300cc / 88cc	E-CNC	–	–	–	–	#61239	–	600-800	Standard	+.250	Angled	68cc

IMPORTANT NOTES

- *To use stock rockers on small-block Chevy heads, .100" longer than stock pushrods are required.*
- *Edelbrock pushrods #9629 are recommended for use with flat tappet cams only.*
- *S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 267, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

APPLICATION SPECIFIC INSTALLATION FOOTNOTES

(A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
(B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
(C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
(D) Edelbrock pushrods #9632 are recommended
(E) Requires hardened pushrods
(F) Pedestal mount rockers
(G) When using hot air choke Q-Jet carbs, choke kit #1932 is required

GENERAL FOOTNOTES

- *Match with Edelbrock head gasket sets on pages 85-86*
- *Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat*
- *Head bolt kits on page 119*

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

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



E-Tec 200 #60985



E-Tec 200 #60985



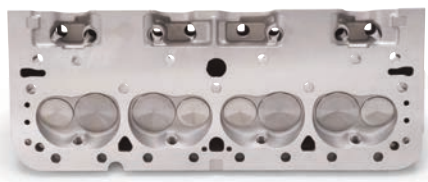
E-Tec 200 #60985

PART NUMBERS IN RED ARE... NEW

Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E)Exhaust	Springs	Retainers	Spark Plug
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	🔴🟡	A,C,E	#8550	#7310	#7215	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	🔴🟡	A,C,E	#8550	#7310	#7215	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5767	#9736	RC12YC
2.08" / 1.60"	Hyd. Roller	0.650"	1.55"	🔵🔴	A,C,E	#8550	#7310	FelPro	FelPro	#7549	See Instructions	Call Tech	#5821	#9715	RC12YC
2.08" / 1.60"	Flat Tappet	0.575"	1.46"	🔵🔴	A,C,E	#8550	#7310	FelPro	FelPro	#7549	See Instructions	Call Tech	#5825	#9741	RC12YC
2.08" / 1.60"	Hyd. Roller	0.650"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5821	#9715	–
2.08" / 1.60"	Mech. Roller	0.670"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5823	#9715	–
2.08" / 1.60"	–	–	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	NA	#9715	–
2.08" / 1.60"	Hyd. Roller	0.650"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5821	#9715	–
2.08" / 1.60"	Mech. Roller	0.670"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5823	#9715	–
2.10" / 1.60"	Hyd. Roller	0.630"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	–	–	–	–
2.10" / 1.60"	Mech. Roller	0.700"	1.55"	🔴	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	–	–	–	–
2.10" / 1.60"	Mech. Roller	0.700"	1.58"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–
2.10" / 1.60"	Hyd. Roller	0.680"	1.34"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–
2.14" / 1.60"	Hyd. Roller	0.730"	1.57"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–
2.14" / 1.60"	Mech. Roller	0.730"	1.57"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–
2.17" / 1.60"	Mech. Roller	0.730"	1.57"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–
2.20" / 1.60"	Mech. Roller	0.730"	1.57"	🔵🔴	–	–	–	–	–	–	–	–	–	–	–



E-Series #5087



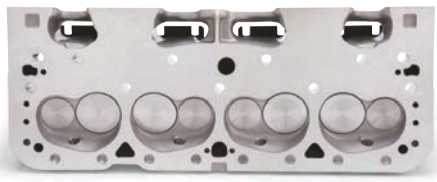
E-Series #5087



E-Series #5087



Victor Jr. #77629



Victor Jr. #77629



Victor Jr. #77629

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS LT1 AND LS CHEVY

CHEVROLET LT1 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
170cc / 60cc	Performer LT1	#61919	#61905	300-450	Standard	54cc	1.94" / 1.55"	Hyd. Roller	0.600"	1.46"
170cc / 60cc	Performer LT1 for NHRA Super Stock only	#61917	–	NHRA	Standard	54cc	–	–	–	–

IMPORTANT NOTES FOR PERFORMER LT1 CYLINDER HEADS

- *Designed for 1992-97 LT1 engines and feature factory style self-aligning rockers and centerbolt valve covers.*
- *Compatible with stock or aftermarket exhaust manifolds and headers.*



Performer LT1 #61919

CHEVROLET LT1 (GEN V) V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
305 / 115	Performer RPM	#77129	#77119	600+	Standard	60cc	2.165" / 1.60"	Hyd. Roller	0.650"	1.32"
320 / 110	Victor Jr.	#77149	#77139	750+	+1.5" Horiz.	62cc	2.20" / 1.60"	Hyd. Roller	0.700"	1.32"
320 / 110	Victor Jr. (with Beryllium-Cooper Seats)	#77069	#77059	750+	+1.5" Horiz.	62cc	2.20" / 1.60"	Hyd. Roller	0.700"	1.32"

IMPORTANT NOTES FOR LT1 CYLINDER HEADS

- *Designed for 2014-Later Gen V engines.*
- *Performer RPM heads are compatible with stock or aftermarket exhaust manifolds and headers.*
- *Performer RPM features CNC machined combustion chambers.*
- ***Victor Jr. exhaust ports have been moved 1.5" horizontally for improved air flow and will require custom exhaust manifolds and headers. Please contact Kook Custom Headers for details (866) 586-5665.***
- *Victor Jr. is fully CNC*
- *Extra thick deck - 3/4".*

KOOKS HEADERS 1962 EXHAUST

LOOKING FOR CUSTOM LT1 HEADERS?
Kooks has the LT1 headers your looking for to fit the Edelbrock Victor Jr. cylinder head!

CHEVROLET LS1/LS2/LS3 (GEN III & IV) V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
215cc / 76cc	E-CNC 215 (Gen III&IV LS1/LS2)	#79939	#79949	400-500	Standard	65cc	2.02" / 1.57"	Hyd. Roller	0.600"	1.30"
230cc / 80cc	E-CNC 230 LS3 (4-bolt flange)	–	#61319	400-500	Standard	69cc	2.135" / 1.55"	Hyd. Roller	0.680"	1.30"
230cc / 80cc	E-CNC 230 LS3 (6-bolt flange)	–	#61329	450-550	Standard	69cc	2.135" / 1.55"	Hyd. Roller	0.680"	1.30"
280cc / 85cc	Victor Jr. LS3 (4-bolt flange)	–	#61339	500-650	+.125	69cc	2.20" / 1.60"	Hyd. Roller	0.680"	1.30"
280cc / 85cc	Victor Jr. LS3 (6-bolt flange)	–	#61349	500-650	+.125	69cc	2.20" / 1.60"	Hyd. Roller	0.680"	1.30"

IMPORTANT NOTES FOR E-CNC 215

- *Designed for 1997 & later Gen III & IV LS1/LS2 Chevy engines including 4.8L, 5.3L, 5.7L & 6.0L.*
- *E-CNC heads feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved air-flow.*
- *Dyno tests proved these heads are capable of 457 hp & 438 ft-lbs. of torque.*
- *Includes high-quality conical beehive springs secured with steel retainers and valve locks for up to .600" valve lift.*
- *Rocker bolt kit #8597 includes 8 rocker bolts that are shorter than stock to prevent the bolts from protruding into the intake ports.*
- *Deck thickness: 5/8", pushrod diameter: 5/16".*

MATCHING PARTS

Description	Page No.
Roller Timing Set	131
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224
Signature Series Valve Covers	202

IMPORTANT NOTES FOR LS3 CYLINDER HEADS

- *E-CNC LS3 cylinder heads are a great general purpose high performance cylinder head for any street- strip LS engine.*
- *These cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral port or 3.89" bore LS application.*
- *They feature an improved design and casting that gives cylinder head porters more material to work with compared to stock heads.*
- *Like all of our other E-CNC cylinder heads, these feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved performance.*
- *Compatible with stock style rocker arms.*
- *Features an exhaust port that has been raised 0.125" as well as raised spring pockets that have been machined 0.200" for use with longer valves.*
- *Valve angle has been rolled to 13.25° and the spark plug position has been revised for improved combustion and efficiency over a stock head.*

PART NUMBERS IN RED ARE... NEW

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
🟢	A,C	#8550	#7342	#7243	#7248	–	–	–	#5767	#9736	RC12YC
🔴	A,C	#8550	#7342	#7243	#7248	–	–	–	–	–	RC12YC



Performer LT1 #61905


Performer LT1 #61905


Performer LT1 #61905

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
🟡	–	–	–	–	–	–	–	Call Tech	Call Tech	Call Tech	Stock
🔴	–	–	–	–	–	–	–	Call Tech	Call Tech	Call Tech	Stock
🔴	–	–	–	–	–	–	–	Call Tech	Call Tech	Call Tech	Stock

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

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
🟢	–	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	#7386	–	–	–	Call Tech	–	#9707	RC12YC
🟡	–	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	–	–	–	–	Call Tech	–	#9707	RC12YC
🟡	–	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	–	–	–	–	Call Tech	–	#9707	RC12YC
🔴	–	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	–	–	–	–	Call Tech	–	#9707	RC12YC
🔴	–	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	–	–	–	–	Call Tech	–	#9707	RC12YC


E-CNC 215 #79949




E-CNC 230 #61319, shown without valves

EMISSIONS GUIDE

🟢 50-STATE LEGAL 🔴 RACING ONLY 🔵 PRE-POLLUTION CONTROLLED VEHICLES ⚫ STOCK REPLACEMENT 🟡 ENGINE SWAP

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS W-SERIES & BIG-BLOCK CHEVY

CHEVROLET 348/409 W-SERIES V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
220cc / 115cc	Performer RPM	#60809	#60815	#608115*	400-600	Standard	16cc	2.19" / 1.72"	Hyd. Roller	0.600"
220cc / 115cc	Performer RPM	#60809	#60819	#608119*	400-600	Standard	16cc	2.19" / 1.72"	Flat Tappet	0.600"

IMPORTANT NOTES

- *Designed for 1958-1965 Chevrolet "W" series 348/409 big-block engines.*
- *Features original port locations and valve angles for bolt-on convenience.*
- *CNC port matched intake and exhaust ports with an improved design for optimum flow and performance.*
- *1958 348 c.i.d. applications will require modifications (contact Edelbrock tech department for detailed information).*
- *May be used on 348 engines with valve lifts up to .550" only.*
- *Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.*
- *Will only fit 1958-65 348 c.i.d. "W" engines if an Edelbrock #5409, #7159 or stock large port 409 c.i.d. manifold is used.*
- *Proper cylinder wall notching must be checked to ensure exhaust valve to cylinder clearance.*
- *Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

MATCHING PARTS

Description	Page No.
Roller Timing Set	131
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224
Signature Series Valve Covers	202

CHEVROLET 396-502 V8

Port Volume Intake / Exhaust	Description	Bare With Valves (Single)	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Intake Port Style	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust
290cc / 110cc	E-Street	–	#50449	#50459	–	400-500	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer 454-O	–	#60469	#60479	#604719*	450-550	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-O	–	#60449	#60455	#604515*	450-550	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-O	–	#60449	#60459	#604519	500-600	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-O for NHRA Super Stock only	–	#60447	–	–	NHRA	Oval	Standard	110cc	–
290cc / 110cc	Performer High Compression 454-O	–	#60489	#60499	#604919*	400-500	Oval	Standard	100cc	2.19" / 1.88"
290cc/ 110cc	Performer RPM High Compression 454-O	–	#60429	#60435	–	500-600	Oval	Standard	100cc	2.19" / 1.88"
290cc/ 110cc	Performer RPM High Compression 454-O	–	#60429	#60439	#604319*	500-600	Oval	Standard	100cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-O Marine	#61459	–	–	–	525-650	Oval	Standard	110cc	2.25" / 1.89"
315cc / 110cc	Performer RPM 454-R	#605419*	#60549	#60555	#605515	525-650	Rect	Standard	118cc	2.19" / 1.88"
315cc / 110cc	Performer RPM 454-R	–	#60549	#60559	#605519*	525-650	Rect	Standard	118cc	2.19" / 1.88"
315cc / 110cc	Performer RPM 454-R for NHRA Stock/Super Stock only	–	#60547	–	–	NHRA	Rect	Standard	118cc	–
315cc / 110cc	Performer RPM 454-R Marine	#61559	–	–	–	500-600	Rect	Standard	118cc	2.25" / 1.89"
315cc / 110cc	Performer RPM 454-R Marine	–	–	#61555	–	500-600	Rect	Standard	118cc	2.25" / 1.89"

CHEVROLET 396-502 CONTINUED ON THE NEXT PAGE...

IMPORTANT NOTES

- *All Performer and Performer RPM B/B Chevy heads have spark plugs relocated closer to center of bore which will interfere with high-dome pistons for open chamber heads. Use pistons designed for our heads.*
- *Deck thickness: 3/4", pushrod diameter: 7/16".*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

INSTALLATION NOTES

(A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate)
(B) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using



Marine-Duty Performer RPM #61559



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

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

PART NUMBERS IN RED ARE... NEW

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	🔵	–	#8581	#7359	#7240	#7241	#7582	#9635 #9648	#93781 (I) #93783 (E)	#5821	#9715	RC12YC
1.55"	🔵	–	#8581	#7359	#7240	#7241	#7582	#9635 #9648	#93781 (I) #93783 (E)	#5792	#9715	RC12YC



W-Series RPM #60819



W-Series RPM #60819



W-Series RPM #60819

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.700"	1.50"	🔵🟡	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	Call Tech	#5745	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🟢	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	🔵🟡	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔵🟡	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
–	–	–	🔴	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	–	–	–	RC12YC
Flat Tappet	0.700"	1.50"	🟢	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	🔵🟡	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔵🟡	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
–	–	–	🔵	–	#8551	#7302	#7203	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	–	–	RC12YC
Hyd. Roller	0.700"	1.55"	🔵🟡	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔵🟡	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
–	–	–	🔴	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	–	–	–	RC12YC
–	0.700"	1.55"	🔵	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	–	–	RC12YC
Hyd. Roller	0.650"	1.50"	🔵	A	#8551	#7302	#7202	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	#5745	#9602	RC12YC



E-Street #50459



Performer RPM-O #60459



Performer RPM-R #60559



E-Street #50459



Performer RPM-O #60459



Performer RPM-R #60559

EMISSIONS GUIDE

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PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS BIG-BLOCK CHEVY

CHEVROLET 396-502 V8 (CONTINUED)

Port Volume Intake / Exhaust	Description	Bare With Valves (Single)	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Intake Port Style	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust
326cc-303cc / 129cc	E-CNC 325	–	**#79449**	**#79455**	–	550-700	Oval	Standard	110cc	2.25" / 1.88"
326cc-303cc / 129cc	E-CNC 325	–	**#79449**	**#79459**	–	550-700	Oval	Standard	110cc	2.25" / 1.88"
348cc-355cc / 145cc	E-CNC 355	–	**#79529**	**#79535**	–	550-750	Rect	Standard	108cc	2.30" / 1.88"
354cc-334cc / 129cc	E-CNC 355	–	**#79549**	**#79555**	–	550-750	Rect	Standard	118cc	2.30" / 1.88"
348cc-355cc / 145cc	E-CNC 355	–	**#79529**	**#79539**	–	550-750	Rect	Standard	108cc	2.30" / 1.88"
354cc-334cc / 129cc	E-CNC 355	–	**#79549**	**#79559**	–	550-750	Rect	Standard	118cc	2.30" / 1.88"
300cc / 129cc	Victor Jr. 24°	–	–	**#77485**	–	600-800	Rect	+.500"	106cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	–	**#77469**	**#77475**	–	650-800	Rect	+.500"	118cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	–	**#77469**	**#77479**	–	600-800	Rect	+.500"	118cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	–	**#77469**	**#77459**	–	600-800	Rect	+.500"	118cc	2.25" / 1.90"
340cc / 128cc	Victor 24°	–	**#77419**	**#77409**	–	700-850	Rect	+.500"	119cc	2.30" / 1.90"
377cc / 128cc	Edelbrock/Musi 24° CNC	–	**#61419**	**#61409**	–	600-900	Rect	+.500"	119cc	2.30" / 1.90"

E-CNC CYLINDER HEADS



E-CNC 355 #79549



E-CNC 355 #79555



E-CNC 355 #79555



E-CNC 355 #79555

CHEVROLET BIG-BLOCK V8

Port Volume Intake / Exhaust	Description	Pro-Port Bare (Single)	Bare CNC Ported (Single)	HP Range	Bolt Pattern	Bore Spacing	Intake Port Style	Exhaust Port Location To Stock	Valve Angle	Chamber Volume	Valve Sizes Intake / Exhaust
425cc / 90cc	DR17	**#615469**	**#615468**	900-1100	Stock GM	4.84"	–	+.600"	17°	92cc	2.450" / 1.800"
492cc / 187cc	Big Victor	–	**#618268**	1,000-1,300	Stock GM	4.84"	–	+1.200"	12°	74cc	2.50" / 1.82"
480cc / 195cc	Big Victor	–	**#618368**	1,000-1,300	Stock GM	4.84"	–	+1.200"	14°	84cc	2.50" / 1.82"
550cc / 225cc	BV3	**#614669**	**#614668**	1,200+	Stock GM	4.84"	Symmetrical		11°	76cc	2.50" / 1.82"

INSTALLATION NOTES

(A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate)
(B) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using

HIP PROCESS



BV3 #614669

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

PART NUMBERS IN RED ARE... NEW

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Hyd. Roller	0.700"	1.55"	🔵🟡	A	#8551	#7302	#7303	#7205	#7580	See Instructions	#97041 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔵🟡	A	#8551	#7302	#7303	#7205	#7580	See Instructions	#97041 (I) #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	🔴🔵🟡	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5823	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	🔴🔵🟡	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔴🔵🟡	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5745	#9602	RC12YC
Flat Tappet	0.700"	1.50"	🔴🔵🟡	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5823	#9602	–
Hyd. Roller	0.700"	1.55"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5823	#9602	–
Flat Tappet	0.700"	1.50"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5745	#9602	–
Mech. Roller	0.880"	1.635"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	Call Tech	Call Tech	–
Mech. Roller	0.880"	1.635"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	#9361 (I) #9363 (E)	Call Tech	Call Tech	–
Mech. Roller	0.880"	1.635"	🔴	–	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	#9361 (I) #9363 (E)	Call Tech	Call Tech	–



Victor Jr. 24° #77459

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



Edelbrock/Musi 24° CNC #61409



Victor Jr. 24° #77459



Edelbrock/Musi 24° CNC #61409



Edelbrock/Musi 24° CNC #61409

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
–	–	1.780"	🔴	–	Call Tech - See Instructions									
–	–	1.730"	🔴	–										
–	–	1.730"	🔴	–										
–	–	1.780"	🔴	–										



DR17 CNC #615468



DR17 CNC #615468



Big Victor CNC 18° #617569

EMISSIONS GUIDE

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CYLINDER HEADS DURAMAX CHEVY & S/B CHRYSLER

CHEVROLET DURAMAX® DIESEL V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
230cc / 117cc	2001-04 LB7, 6.6L	#79009	#79029	400+	Standard	–	33mm/31mm	Hyd. Roller	0.600"
230cc / 117cc	2004.5-05 LLY, 6.6L	#79039	#79059	400+	Standard	–	33mm/31mm	Hyd. Roller	0.600"
230cc / 117cc	2006-10 LLY/LBZ/LMM, 6.6L	#79069	#79089	400+	Standard	–	33mm/31mm	Hyd. Roller	0.600"
230cc / 117cc	2011-15 LML, 6.6L	#79099	#79119	400+	Standard	–	33mm/31mm	Hyd. Roller	0.600"

IMPORTANT NOTES
- *Recommend AC Delco glow plugs.*

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

DURAMAX FEATURES
- ***Ideal for high performance street and competition engines with increased boost levels***
- ***A356 Alloy specially heat treated to T7 specifications***
- ***Fully Nitrided, Stellite faced intake and (Inconel) exhaust valves provide high strength and hardness or for excellent wear and corrosion resistance***
- ***Greatly improved flow for lower EGT's and more power***

HIP PROCESS WHAT IS HIP PROCESSING?

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

T7 WHAT IS T7 PROCESSING?

T7 specification heat treating results in castings which are called "overaged". The "artificial aging" step of aluminum heat treating is carried a step further than the industry standard of T6. This reduces the residual stress in the casting and results in a more dimensionally accurate finished product. T7 affects the tensile strength, compressive strength, and hardness of the casting reducing the likelihood of cracks, dropped seats, or lifting heads in extreme operating environments.

CHRYSLER 318-360 V8

Port Volume Intake / Exhaust	Description	Bare With Valves (Single)	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type
176cc / 75cc	Performer RPM Magnum	–	#61769	#61775	–	350-500	Standard	58cc	2.02" / 1.60"	Hyd. Roller
176cc / 75cc	Performer RPM Magnum	–	#61769	#61779	–	350-500	Standard	58cc	2.02" / 1.60"	Flat Tappet
176cc / 75cc	Performer RPM Magnum for NHRA Stock/Super Stock only	–	#61767	–	–	NHRA	Standard	58cc	–	–
171cc / 77cc	Performer RPM	–	#60769	#60775	–	350-450	Standard	63cc	2.02" / 1.60"	Hyd. Roller
171cc / 77cc	Performer RPM 340	–	#60199	#60175	–	350-450	Standard	65cc	2.02" / 1.60"	Hyd. Roller
171cc / 77cc	Performer RPM	–	#60769	#60779	#607719*	350-450	Standard	63cc	2.02" / 1.60"	Flat Tappet
171cc / 77cc	Performer RPM 340	–	#60199	#60179	#601719*	350-450	Standard	65cc	2.02" / 1.60"	Flat Tappet
171cc / 77cc	Performer RPM For NHRA Stock/Super Stock only	–	#60767	–	–	NHRA	Standard	63cc	–	–
171cc / 77cc	Performer RPM 340 For NHRA Stock/Super Stock only	–	#60197	–	–	NHRA	Standard	65cc	–	–
225cc / 62cc	Victor 16°	#61719	#61709	#61739	–	500-650	+.250"	60cc	2.15" / 1.60"	Hyd. Roller
225cc / 62cc	Victor 16°	#61719	#61709	#61729	–	500-650	+.250"	60cc	2.15" / 1.60"	Solid Roller

IMPORTANT NOTES
- *Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate), Magnum only.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*



Performer RPM #61779



Performer RPM #61779

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

PART NUMBERS IN RED ARE... NEW

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Glow Plug
27mm	–	–	Call Tech						#4321 (I) / #4322 (E)	Call Tech		#62G
27mm	–	–							#4321 (I) / #4322 (E)			#63G
27mm	–	–							#4321 (I) / #4322 (E)			#9G
27mm	–	–							#4321 (I) / #4322 (E)			#9G



Duramax Cylinder Head #79029



Duramax Cylinder Head #79029



Duramax Cylinder Head #79029



Duramax Cylinder Head #79009

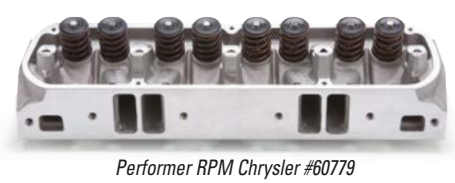


Duramax Cylinder Head #79009



Duramax Cylinder Head #79099

Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
0.580"	1.46"	🟡	–	#8577	#7327	#7277	#7237	#7593	#9638	Call Tech	#5845	#9736	RC12YC
0.580"	1.46"	🟡	–	#8577	#7327	#7277	#7237	#7593	–	Call Tech	#5767	#9736	RC12YC
–	–	🔴	–	#8577	#7327	#7277	#7237	#7593	–	–	–	–	–
0.575"	1.46"	🟡	–	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366(I) #9368 (E)	#5845	#9736	RC12YC
0.575"	1.46"	🟡	–	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5845	#9736	RC12YC
0.575"	1.46"	🟡	–	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5767	#9736	RC12YC
0.575"	1.46"	🟡	–	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5767	#9736	RC12YC
–	–	🔴	–	#8555	#7326	#7276	#7236	#7592	–	–	–	–	–
–	–	🔴	–	#8555	#7326	#7276	#7236	#7592	–	–	–	–	–
0.650"	1.55"	🔴	–	–	–	–	–	–	–	Call Tech	#5821	#9715	RC12YC
0.670"	1.55"	🔴	–	–	–	–	–	–	–	Call Tech	#5823	#9715	RC12YC



Performer RPM Chrysler #60779



Performer RPM Chrysler #60779



Victor #61739

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS BIG-BLOCK CHRYSLER

CHRYSLER 383-440 V8

Port Volume Intake / Exhaust	Description	Complete (Pair)	Bare (Single)	Bare w/Valves Only (Single)	Complete (Single)	Complete (Single) Polished Finish	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust
210cc / 70cc	E-Street 440	**#5090**	–	–	–	–	400-550	Standard	75cc	2.14" / 1.81"
210cc / 70cc	E-Street 440	**#5093**	–	–	–	–	400-550	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60839**	–	**#60825**	–	450-575	Standard	75cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60919**	–	**#60925**	–	450-575	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60149**	–	**#60185**	–	450-575	Standard	88cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60839**	–	**#60829**	–	450-575	Standard	75cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60919**	–	**#60929**	**#609219***	450-600	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	–	**#60149**	–	**#60189**	–	450-600	Standard	88cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440 NHRA Stock/Super Stock only	–	**#60917**	–	–	–		Standard	82-84cc	–
280cc / 100cc	Victor	–	**#77919**	**#77929**	–	–	NHRA	+.250	72cc	2.20" / 1.81"
290cc / 100cc	Victor Max Wedge	–	**#77939**	**#77949**	–	–	550-800	+.250	72cc	2.20" / 1.81"

IMPORTANT NOTES
- *E-Street heads #5093 features straight plug, #5090 features angle plug.*
- *For headers, contact TTI (951) 371-4878.*
- *Offset intake rockers required (for Victor only), exhaust side accepts standard-spec rockers.*
- *Vacuum advance distributor may not clear cylinder head on Chrysler 440.*
- *May require additional pushrod hole clearance for some combinations.*
- *Bare heads will have valve guides & seats installed, but will require final sizing and a valve job to match the valves.*
- *Require the use of a 14mm x 3/4" reach, flat gasket spark plug with a heat range appropriate to your application.*
- *Deck thickness: 5/8", pushrod diameter: 3/8".*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

IMPORTANT NOTES FOR VICTOR/VICTOR MAX WEDGE HEADS:
- *Valley cover for RB (413-440, 8.61" wide) #7798*
- *Valley cover for B (383-400, 7.58" wide) #7799*

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

CHRYSLER 426-572 (GEN II) V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Bare With Valves (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
245cc / 105cc	Victor Jr. CNC	**#61169**	**#61189**	**#61175**	550-800	Standard	170cc	2.32" / 1.94"	Hyd. Roller	0.700"
245cc / 105cc	Victor Jr. CNC	**#61169**	**#61189**	**#61179**	550-800	Standard	170cc	2.32" / 1.94"	Flat Tappet	0.700"

IMPORTANT NOTES
- *Minimum head gasket bore: 4.375".*



Chrysler Victor Jr. #61169

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

Port Volume Intake / Exhaust	Description	Bare (Single)	Bare With Valves (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
TBD / TBD	Performer RPM	**#61149**	–	**#61159**		Eagle	65cc	2.165" / 1.650"	Hyd. Roller	0.500"

IMPORTANT NOTES
- *Includes all factory accessory holes (Including Hellcat)*
- *Compatible with stock valve covers and coils*

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

PART NUMBERS IN RED ARE... NEW

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	Call Tech	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	Call Tech	#5792	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Flat Tappet	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	●	–	#8591	#7325	#7225	#7226	#7591	–	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
–	–	–	●	–	#8591	#7325	#7225	#7226	#7591	–	–	–	–	–
–	–	–	●	–	#8592	#7235	#7225	#7226	#7591	–	#93775 (I) #93777 (E)	–	–	–
–	–	–	●	–	#8592	#7235	–	#7226	#7591	–	#93775 (I) #93777 (E)	–	–	–



E-Street 440 Chrysler #5093



E-Street 440 Chrysler #5093



Victor Max Wedge #77939

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.54"	●	–	#8513	#7347	#7278	#7279	#7589	–	Call Tech	#5821	#9644	RC12YC
1.54"	●	–	#8513	#7347	#7278	#7279	#7589	–		#5792	#9644	RC12YC



Chrysler Victor Jr. #61175



Chrysler Victor Jr. #61175



Chrysler Victor Jr. #61175

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
–	●	–	–	–	–	–	–	–	Call Tech	#5768	–	Stock

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS FLATHEAD AND S/B FORD

FORD FLATHEAD V8

Port Volume Intake/Exhaust	Description	Block Letter Logo (Pair) Satin	Block Letter Logo (Pair) Polished	Block Letter Logo (Pair) Black	Script Logo (Pair) Satin	Script Logo (Pair) Polished	Script Logo (Pair) Black	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift
–	1938-48 Ford/Mercury, 24 stud	#1126	#11261*	#11263	#1125	#11251*	#11253	65cc	–	–
–	1938-48 Ford/Mercury, 24 stud High Lift/Large Chamber	#1128	–	#11283	#1127	–	#11273	74cc	–	–
–	1949-53 Ford/Mercury, 24 stud	–	–	–	#1115	#11151*	#11153	65cc	–	–
–	1949-53 Ford/Mercury, 24 stud High Lift/Large Chamber	–	–	–	#1116	–	#11163	74cc	–	–

IMPORTANT NOTES

- *Flathead head copper gaskets for 1938-48 use Victor #3036; or Fel-Pro® #7548; or **Edelbrock Head Gasket Set #7394;** for 1949-53 use Fel-Pro #1055 and Fel-Pro #1056 or **Edelbrock Head Gasket Set #7393.***
- *Head stud kit for 1938-48, use #8505; Head stud kit for 1949-53, use #8502.*
- *Generator stud kit for 1938-48, use #8506.*
- *See page 58 for matching black powder coated intake manifolds.*



1949-53 Flathead #1115

FORD 289-351W V8

Port Volume Intake / Exhaust	Description	Bare (Pair)	Complete (Pair)	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
170cc / 60cc	E-Street	#5020	#5023	–	–	–	200-400	Standard	60cc	1.90" / 1.60"
170cc / 60cc	E-Street	#5024	#5025	–	#50259	–	200-400	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer	–	–	#60319	#60329	#603219*	300-450	Standard	60cc	1.90" / 1.60"
170cc / 60cc	Performer	–	–	#60349	#60359	#603519*	300-450	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM	–	–	#60219	#60225	#602215*	300-450	Standard	60cc	1.90" / 1.60"
190cc / 60cc	Performer RPM	–	–	#60249	#60255	#602515*	325-500	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM	–	–	#60219	#60229	#602219*	325-500	Standard	60cc	1.90" / 1.60"
190cc / 60cc	Performer RPM	–	–	#60249	#60259	#602519*	375-500	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM NHRA Super Stock only	–	–	#60217	–	–	NHRA	Standard	60cc	–
170cc / 60cc	SCCA RPM	–	–	#602479	#602579	–	300-500	Standard	60cc	1.94" / 1.55"
170cc / 60cc	Performer 5.0/5.8L	–	–	#60369	#60379	#603719	300-400	Standard	60cc	1.90" / 1.60"
170cc / 60cc	Performer 5.0/5.8L	–	–	#60389	#60399	–	300-400	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer 5.0/5.8L NHRA Super Stock only	–	–	#60367	–	–	NHRA	Standard	60cc	–

FORD 289-351W CONTINUED NEXT PAGE...

IMPORTANT NOTES FOR E-STREET 170

- *Ideal for operating in the idle to 5500 rpm range.*
- *For use with hydraulic flat tappet camshafts only – not compatible with hydraulic roller camshafts.*
- *1.90" heads are ideal for stock pistons; 2.02" heads require additional piston to valve clearance.*

IMPORTANT NOTES FOR PERFORMER FORD

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

IMPORTANT NOTES FOR PERFORMER RPM FORD

- *Designed for non-emissions 289, 302 and 351W Ford engines.*
- *Max performance in the 1500-6500 rpm range for high performance street applications.*
- *1.90" intake valves are for use with stock pistons and high-flow 2.02" intake valves work with pistons notched for valve clearance.*

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

IMPORTANT NOTES

- **Head bolts #8552 are for 302 based engines, #8553 bolts are for 351W engines.**
- *289-302 V8's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.*
- *Will not accept rail rockers.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

IMPORTANT NOTES FOR PERFORMER 5.0/5.8L HEADS

- *Direct bolt-on heads for 1982-95 5.0L and 5.8L V8's.*
- *1986 5.0L need pistons notched for clearance.*
- *These heads accept 1982-95 5.0L V8 pedestal mount rocker arms and valvetrain.*
- *5.0L's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.*

PART NUMBERS IN RED ARE... NEW

Valve Chamber Depth Machined	Emissions Code	Install Notes	Head Studs	Head Gasket	Intake Gasket	Spark Plug
.500"	●	–	#8505	#7394	#7234	RC12YC
.550"	●	–	#8505	#7394	#7234	RC12YC
.500"	●	–	#8502	#7393	#7234	RC12YC
.550"	●	–	#8502	#7393	#7234	RC12YC



1938-48 Flathead #1127





1938-48 Flathead #11253



1949-53 Flathead #11151

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Valves (I) Intake Pushrods (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.550"	1.46"	●●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	–	Call Tech	#5767	#9736	RC12YC
Flat Tappet	0.550"	1.46"	●●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	–	Call Tech	#5767	#9736	RC12YC
Flat Tappet	0.575"	1.46"	●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9769 (I) #9766 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
Hyd. Roller	0.575"	1.46"	●●	A,C,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9769 (I) #9766 (E)	#5845	#9736	RC12YC
Hyd. Roller	0.575"	1.46"	●●	A,C,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
Flat Tappet	0.575"	1.46"	●●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9769 (I) #9766 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●●	A,C,D,E	See Below	#7313	#7220	#7227	#7560	See Page 120	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
–	–	–	●	A,C	See Below	#7313	#7220	#7227	#7560	–	–	–	–	RC12YC
–	–	–	●	–	See Below	#7313	#7220	#7227	#7560	See Page 120	#9779 (I) #9773 (E)	–	–	RC12YC
Flat Tappet	0.575"	1.46"	●	C,F	See Below	#7313	#7220	#7227	#7560	See Page 120	#9768 (I) #9767 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●	C,F	See Below	#7313	#7220	#7227	#7560	See Page 120	#9777 (I) #9767 (E)	#5825	#9741	RC12YC
–	–	–	●	C,F	See Below	#7313	#7220	#7227	#7560	–	–	–	–	RC12YC



E-Street #5025



Performer #60359





Performer RPM for NHRA Super Stock #60217

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS SMALL-BLOCK FORD

FORD 289-351W (CONTINUED)

Port Volume Intake / Exhaust	Description	Bare (Pair)	Complete (Pair)	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
185cc / 75cc	E-CNC 185	–	–	#79249	#79259	–	350-500	Standard	59cc	2.02" / 1.57"
205cc / 62cc	E-Series E-205	#5026	#5027	–	–	–	400-525	Standard	60cc	2.08" / 1.60"
205cc / 62cc	E-Series E-205	#5026	#5028	–	–	–	400-525	Standard	60cc	2.08" / 1.60"
210cc / 75cc	Victor Jr. 20°	–	–	#77169	#77189	#771819*	350-550	+.125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20°	–	–	#77169	#77199	–	400-600	+.125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20° Bare or with valves only (add your own springs)	–	–	#77169	#77179	#771719*	350-600	+.125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20° (Add your own springs and valves)	–	–	#77389	#77309	–	350-600	+.125"	70cc	–
210cc / 75cc	Victor Jr. 20° (with springs for mechanical roller cam)	–	–	#77389	#77359	–	350-600	+.125"	70cc	2.05" / 1.60"
240cc / 80cc	Victor Semi-finished 15°	–	–	#77219	–	–	400-1000	+.550"	47cc	2.125" / 1.625"

IMPORTANT NOTES FOR E-CNC 185

- *The E-CNC 185 cylinder heads for small-block Ford are an all new design that is CNC ported to achieve optimal air-flow for maximum horsepower and torque in high performance street and light duty racing applications.*
- *The casting and port designs are all new and engineered for great performance.*
- *E-CNC heads feature fully 100% CNC'd intake ports, combustion chambers and exhaust ports for improved air-flow.*
- *These heads feature 2.02" intake and 1.57" exhaust, 8mm stem valves and are equipped with conical valve springs and steel retainers for a lightweight and durable valve train combo.*
- *These small-block Ford heads have an aggressive 18° valve angle for maximum performance and accept common intake manifolds such as Edelbrock Performer RPM and RPM II.*

INSTALLATION NOTES

(A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
(B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
(C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
(D) Edelbrock pushrods #9632 are recommended
(E) Requires hardened pushrods
(F) Pedestal mount rockers

IMPORTANT NOTES

- **Head bolts #8552 are for 302 based engines, #8553 bolts are for 351W engines.**
- *289-302 V8's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.*
- *Will not accept rail rockers.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*



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

FORD 351 CLEVELAND V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
190cc / 90cc	Performer RPM 351C	#61609	#61625	350-500	Standard	60cc	2.05" / 1.60"	Hyd. Roller	0.580"
190cc / 90cc	Performer RPM 351C	#61609	#61629	350-500	Standard	60cc	2.05" / 1.60"	Flat Tappet	0.580"
190cc / 90cc	Performer RPM 351C For NHRA Stock/Super Stock	#61607	–	NHRA	Standard	60cc	–	–	–
190cc / 90cc	Performer RPM Clevor	#61689	#61695	400-500	Standard	60cc	2.05" / 1.60"	Hyd. Roller	0.580"
190cc / 90cc	Performer RPM Clevor	#61689	#61699	400-500	Standard	60cc	2.05" / 1.60"	Flat Tappet	0.580"

IMPORTANT NOTES FOR PERFORMER RPM 351C

- *Designed for 351C, 351M & 400M Ford engines.*
- *"Compact charge" kidney shape combustion chamber design.*
- *Intake and exhaust ports based on 2V design.*
- *Optimized spark plug location provides improved header clearance.*

IMPORTANT NOTES FOR PERFORMER RPM CLEVOR

- *Direct bolt-on for Windsor blocks including the 289-302 and 351W, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines.*
- *Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration.*
- *Match with Edelbrock Performer RPM E-Boss manifolds for optimum performance.*

IMPORTANT NOTES

- *Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.*
- *Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).*
- *Valve sizes are recommended, not maximum.*
- *Performer RPM Clevor cylinder heads with 7/16" bolts on 289/302 engines, use Edelbrock stepped head bolt washer kit #9680.*

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

PART NUMBERS IN RED ARE... NEW

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Hyd. Roller	0.600"	1.30"	🔴🔵🟡	B,C,E	See Below	#7313	#7219	#7227	#7560	See Page 120	Call Tech	–	#9707	RC12YC
Hyd. Roller	0.650"	1.55"	🔴🔵🟡	A,C,E	See Below	#7313	#7219	#7227	#7560	See Page 120	Call Tech	#5821	#9715	RC12YC
Flat Tappet	0.575"	1.46"	🔴🔵🟡	A,C,D,E	See Below	#7313	#7219	#7227	#7560	See Page 120	Call Tech	#5825	#9741	RC12YC
Hyd. Roller	0.650"	1.55"	🔴	B,C,E	See Below	–	#7219	–	#7560	See Instructions	#9371 (I) #9373 (E)	#5821	#9715	RC12YC
Mech. Roller	0.670"	1.55"	🔴	B,C,E	See Below	–	#7219	–	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
–	–	–	🔴	C	See Below	–	#7219	–	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
–	–	–	🔴	C	See Below	–	#7219	–	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
Mech. Roller	0.670"	1.55"	🔴	C	See Below	–	#7219	–	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
–	–	–	🔴	C	See Below	–	–	Fel-Pro	–	See Instructions	–	–	–	–

E-CNC CYLINDER HEADS



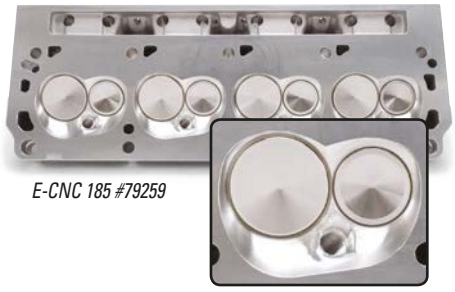
E-CNC 185 #79259



E-Series 205 #5027



Victor Jr. 20° #77179



E-CNC 185 #79259

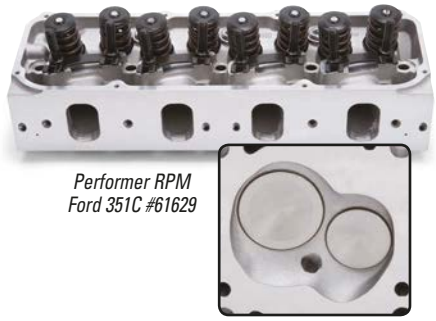


E-Series 205 #5027



Victor Jr. 20° #77179

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	🔵🟡	C	#8560	#7328	#7265	#7262	#7569	See Instructions	Call Tech	#5821	#9644	RC12YC
1.55"	🔵🟡	C	#8560	#7328	#7265	#7262	#7569	See Instructions	Call Tech	#5792	#9644	RC12YC
–	🔴	C	#8560	#7328	#7265	#7262	#7569	–	–	–	–	–
1.55"	🟡🔴	C	See page 119	#7341	#7265	#7262	#7569	See Instructions	Call Tech	#5821	#9644	RC12YC
1.55"	🟡🔴	C	See page 119	#7341	#7265	#7262	#7569	See Instructions	Call Tech	#5792	#9644	RC12YC



Performer RPM Ford 351C #61629



Performer RPM Ford 351C #61629

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



Performer RPM Ford 351C #61607

EMISSIONS GUIDE

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PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS BIG-BLOCK FORD

FORD FE V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
170cc / 125cc	Performer RPM 390-428 Cobra Jet	#60059	#60065	#600519*	400-550	Standard	72cc	2.09" / 1.66"	Hyd. Roller	0.600"
170cc / 125cc	Performer RPM 427 low-riser/medium-riser	#60089	#60075	#600819*	450-600	Standard	76cc	2.09" / 1.66"	Hyd. Roller	0.600"
170cc / 125cc	Performer RPM 390-428 Cobra Jet	#60059	#60069	#600619*	450-550	Standard	72cc	2.09" / 1.66"	Flat Tappet	0.600"
170cc / 125cc	Performer RPM 427 low-riser/medium-riser	#60089	#60079	#600719*	450-550	Standard	76cc	2.09" / 1.66"	Flat Tappet	0.600"
170cc / 125cc	Performer RPM 390 for NHRA Stock & Super Stock only	#60057	–	–	NHRA	Standard	72cc	2.03" / 1.55"	–	–
170cc / 125cc	Performer RPM 428 low-riser/medium-riser for NHRA Stock and Super Stock only	#60058	–	–	NHRA	Standard	72cc	2.09" / 1.66"	–	–
170cc / 125cc	Performer RPM 427 low-riser/medium-riser for NHRA Super Stock only	#60087	–	–	NHRA	Standard	76cc	2.09" / 1.66"	–	–
170cc / 125cc	Performer RPM 390-428 for NHRA Super Stock only	#61857	–	–	NHRA	Standard	45cc	2.09" / 1.66"	–	–

IMPORTANT NOTES FOR PERFORMER RPM FE
- *Direct bolt-on heads for 1961-76 390-427-428 Fords.*
- *428 Cobra Jet-sized valves promote excellent flow for streetable power.*
- *#60089 can be machined to accept 2.19" intake and 1.73" exhaust valves.*
- *Rocker shaft stud kit #6009 provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.*
- *Intake and exhaust CC values are projected if using Edelbrock valves, and equivalent valve job and bowl blend.*

IMPORTANT NOTES FOR PERFORMER RPM FE NHRA LEGAL
- *Features no port profiling or bowl blending of ports.*
- *#60087 is sized for 2.09"/1.66" valves for 427 low riser applications.*
- *For 427 medium riser applications #60087 must be prepared for 2.19"/1.73" valves.*

IMPORTANT NOTES
- *Edelbrock FE heads do not have the bolt pattern to accommodate the stock GT 390 exhaust manifolds.*
- *Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*
- *Deck thickness, 5/8".*
- *#6009 rocker shaft stud kit recommended.*

FORD 429/460 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
292cc / 100cc	Performer RPM 460	#60689	#60665	–	500-600	Standard	95cc	2.19" / 1.76"	Hyd. Roller	0.700"
292cc / 100cc	Performer RPM 460	#60699	#60675	–	500-600	Standard	75cc	2.19" / 1.76"	Hyd. Roller	0.700"
292cc / 100cc	Performer RPM 460	#60689	#60669	#606619*	500-600	Standard	95cc	2.19" / 1.76"	Flat Tappet	0.700"
292cc / 100cc	Performer RPM 460	#60699	#60679	#606719*	450-600	Standard	75cc	2.19" / 1.76"	Flat Tappet	0.700"
292cc / 100cc	Performer RPM 460 for NHRA Super Stock only	#60697	–	–	NHRA	Standard	75cc	–	–	–
292cc / 100cc	Performer RPM 460 for NHRA Super Stock only	#60687	–	–	NHRA	Standard	95cc	–	–	–
310cc / 100cc	Performer RPM 460 CJ	#61659	#61645	–	550-650	Standard	75cc	2.19" / 1.76"	Hyd. Roller	0.700"
310cc / 100cc	Performer RPM 460 CJ	#61659	#61649	–	550-750	Standard	75cc	2.19" / 1.76"	Flat Tappet	0.700"
310cc / 100cc	Victor Jr. 460 CJ	–	#61669	#616619*	600-750	Standard	75cc	2.19" / 1.76"	Solid Roller	0.730"
310cc / 100cc	Performer RPM 460 CJ for NHRA Super Stock only	#61657	–	–	NHRA	Standard	75cc	–	–	–

IMPORTANT NOTES FOR PERFORMER RPM 460
- *Ideal for high-performance street and drag racing 1968-87 429/460 Fords.*
- *Over 500+ hp at 6500 rpm (+30 hp more than ported factory heads) and 525+ ft-lbs. of torque at 4500 rpm with the Performer RPM Total Power Package®.*
- *Intake ports can be opened up to match Victor manifolds #2965 and #2966.*

IMPORTANT NOTES FOR PERFORMER RPM CJ & VICTOR JR. 460 CJ
- *Designed for 1968-87 429/460 Fords and the SVO 514 engine.*
- *Machined profile Cobra Jet-style intake port entries.*
- *Victor Jr. heads #61669 are complete with titanium retainers and high-quality valve springs suitable for use with solid roller camshafts.*

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

IMPORTANT NOTES
- *Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.*
- *Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).*
- *Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components.*
- *Requires the use of 3/8" diameter pushrods.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

PART NUMBERS IN RED ARE... NEW

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	🔵	–	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5821	#9734	RC12YC
1.55"	🔵	–	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5821	#9734	RC12YC
1.55"	🔵	–	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5792	#9734	RC12YC
1.55"	🔵	–	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5792	#9734	RC12YC
1.55"	🔴	–	#8557	#7337	#7224	#7229	#7568	See Instructions	–	–	–	–
1.55"	🔴	–	#8557	#7337	#7224	#7229	#7568	See Instructions	–	–	–	–
1.55"	🔴	–	#8557	#7337	#7224	#7229	#7568	See Instructions	–	–	–	–
1.55"	🔴	–	#8557	#7337	#7224	#7229	#7568	See Instructions	–	–	–	–



Performer RPM #60065



Performer RPM #60087



Performer RPM #60069



Rocker shaft stud kit for all Edelbrock FE heads #6009



Performer RPM NHRA 427 Super Stock #60087

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	🔵🟡	–	#8566	#7314	#7223	#7228	#7563	See Instructions	#93662 (I) #93664 (E)	#5823	#9715	RC12YC
1.55"	🔵🟡	–	#8566	#7314	#7223	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5823	#9715	RC12YC
1.55"	🔵🟡	–	#8566	#7314	#7223	#7228	#7563	See Instructions	#93662 (I) #93664 (E)	#5745	#9715	RC12YC
1.55"	🔵🟡	–	#8566	#7314	#7223	#7228	#7563	See Instructions	#93771 (I) #93664 (E)	#5745	#9715	RC12YC
–	🔴	–	#8566	#7314	#7223	#7228	#7563	See Instructions	–	–	–	–
–	🔴	–	#8566	#7314	#7223	#7228	#7563	See Instructions	–	–	–	–
1.55"	🔴	–	#8566	#7314	–	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5823	#9715	RC12YC
1.55"	🔴	–	#8566	#7314	–	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5745	#9715	RC12YC
1.58"	🔴	–	#8566	#7314	–	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	Call Tech		RC12YC
–	🔴	–	#8566	#7314	–	#7228	#7563	See Instructions	–	–	–	–



Performer RPM 460 #60669



Performer RPM 460 CJ #61645



Victor Jr. #61669

EMISSIONS GUIDE

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PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS HOLDEN, JEEP & OLDS

HOLDEN VN 5.0L V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
195cc / 68cc	Performer RPM	**#61379**	**#61389**	350-450	Standard	62cc	2.02" / 1.60"	Flat Tappet	.600"	1.45"
195cc / 68cc	Performer RPM	**#61379**	**#61385**	350-450	Standard	62cc	2.02" / 1.60"	Hyd. Roller	.600"	1.30"

IMPORTANT NOTES

- *Designed for use with 1989-98 Holden VN Commodore 5.0L engines.*
- *Capable of 500+ horsepower on pump gas.*
- *Intended as a direct replacement for factory heads and is configured as an easy bolt-on part for 1989-98 VN Commodore engines and as an upgrade to all earlier Holden production engines.*
- *Features an extra thick 11/16" deck.*
- *Performer RPM head #61385 has port notched for EFI applications*

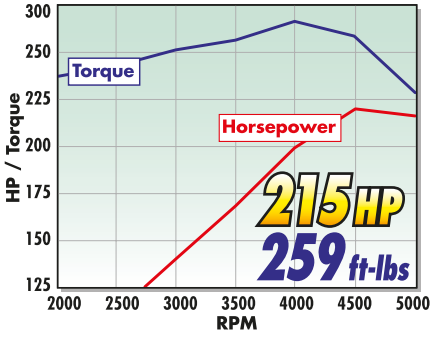
Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.

JEEP 4.0L INLINE SIX

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
144cc / 77cc	Performer Jeep 4.0L	**#50159**	**#50169**	200-300	Standard	55cc	1.91" / 1.50"	Flat Tappet	0.540"	1.26"

IMPORTANT NOTES FOR PERFORMER JEEP 4.0L

- *Designed as a bolt-on performance upgrade for 1991-2006 Jeep's with a 4.0L inline six engine.*
- *Will also fit on 1987-90 Jeep 4.0L engines and 1976-90 AMC 4.2L engines with no modification to the water jacket when used with 1991-2006 intake manifold and 1991-98 or aftermarket exhaust header.*
- *The Performer Jeep cylinder head features all-new better flowing intake/exhaust ports along with a modern combustion chamber design and backcut and swirl polished valves for improved flow performance.*
- *Retains the stock valve angle, pushrod length and valve cover bolt pattern for use with factory components and off the shelf accessories.*
- *Features larger reinforced rocker bosses for improved strength at high RPM and Heli-Coil® threaded inserts in the intake manifold bolt holes for added strength.*
- *A 3/4" deck throughout the head also promotes stiffness and durability.*
- *This cylinder head is machined to accept both distributor or coil pack ignition.*
- *The Performer Jeep 4.0L is designed with 1991-98 port locations and must be used with the appropriate intake manifold and header combination.*
- *Pending 50-state emission legal for 4.0L engines when used with factory Fuel Injection components. Also pending 50-state emission legal for 4.2L engines when used with a Mopar Fuel Injection Conversion Kit (E.O. Number D-265-21).*



OLDSMOBILE V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
188cc / 106cc	Performer RPM	**#60529**	**#60515**	–	450-550	Standard	77cc	2.072" / 1.680"	Hyd. Roller	0.575"
188cc / 106cc	Performer RPM	**#60529**	**#60519**	**#605119**	450-550	Standard	77cc	2.072" / 1.680"	Flat Tappet	0.575"
188cc / 106cc	Performer RPM for NHRA Super Stock only	**#60517**	–	–	NHRA	Standard	77cc	–	–	–

IMPORTANT NOTES

- *Designed for high-performance non-emission 1965-76 Olds 400, 425 and 455 c.i.d. V8's.*
- *Heart shaped chamber for a more efficient burn, outstanding horsepower and torque.*
- *Valvetrain has been upgraded from the factory pedestal-mount system to a 7/16" screw-in stud and 3/8" pushrod-slot guideplate for increased valvetrain stability.*
- *#60517 is not port matched or bowl blended and is NHRA-accepted for Super Stock (except 1968-1969 W-30) only.*
- *Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).*
- *Head bolt holes drilled for stock 7/16" bolts, but can be easily modified for 1/2" bolts or studs by drilling the 1/2" counter bore.*
- *Aftermarket 7/16"-stud rocker arms and 3/8" hardened pushrods required.*
- *Can be used on 350-403, Call Tech.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

MATCHING PARTS

Description	Page No.
Roller Timing Set	131
Valve Springs	123-124
Retainers	123-124
Fuel Pump	218-224
Signature Series Valve Covers	202

PART NUMBERS IN RED ARE... NEW

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
🔵🟡	–	Call Tech					See Instructions	Call Tech	–	#9707	RC12YC
🔵🟡	–								–	#9707	RC12YC



Holden Performer RPM #61385





Holden Performer RPM #61385

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Pending	–	#8533	#7348	–	#7275	#7583	–	Call Tech	#5703	–	RC12YC



Performer Jeep 4.0L

50 state legal

E.O. Number Pending







Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.46"	🔵🟡	–	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	#5845	#9606	RC12YC
1.46"	🔵🟡	–	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	#5767	#9606	RC12YC
–	🔴	–	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	–	–	–



Performer RPM Olds #60519



Performer RPM Olds #60519



Performer RPM Olds #60519

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MADE IN USA



Performer RPM Olds NHRA Super Stock #60517

EMISSIONS GUIDE

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PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS PONTIAC

PONTIAC V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Complete (Single) Polished Finish	Max HP	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
204cc / 145cc	Performer D-Port	**#61539**	–	–	400-500	Standard	65cc	2.11" / 1.66"	–	0.575"
204cc / 145cc	Performer D-Port	**#61569**	**#61575**	–	400-500	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
204cc / 145cc	Performer D-Port	**#61589**	**#61595**	–	400-500	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
204cc / 145cc	Performer D-Port	**#61569**	**#61579**	**#615719***	400-500	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
204cc / 145cc	Performer D-Port	**#61589**	**#61599**	–	400-500	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer	**#60569**	**#60575**	–	400-500	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer	**#60569**	**#60579**	**#605719***	400-500	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM	**#60589**	**#60595**	–	450-550	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM	**#60589**	**#60599**	**#605919***	450-550	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM (semi-finished)	**#60509**	–	–	–	Standard	72cc	2.11" / 1.66"	–	–
215cc / 175cc	RPM Pontiac for NHRA Stock/Super Stock only	**#60587**	–	–	NHRA	Standard	72cc	–	–	–
215cc / 175cc	Performer RPM CNC	**#60609**	**#61525**	–	450-600	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM CNC	**#60539**	**#61515**	–	450-650	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM CNC	**#60609**	**#61529**	–	450-600	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM CNC	**#60539**	**#61519**		450-600	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"

GENERAL FOOTNOTES FOR PERFORMER AND PERFORMER RPM

- *Designed for outstanding performance gains in 1962-79 389-455 c.i.d. Pontiac engines.*
- *Utilize the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head.*
- *Performer heads #60579/#60575 are 50-state emissions legal for 1965-79 vehicles.*
- *Performer heads feature 87cc combustion chambers for use with low-octane and a 9.5:1 compression ratio.*
- *Our Performer RPM heads with the 72cc combustion chamber are for higher compression engines.*
- *Performer RPM #60509 is semi-machined and must be finished by a professional head porter. They include valve guides and seats installed with no intake pushrod holes.*
- *Performer RPM #60587 is not port matched or bowl blended and is NHRA accepted for Stock and Super Stock.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*



Performer #60579

IMPORTANT NOTES:

PERFORMER AND PERFORMER RPM

These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).



Performer #60579

PERFORMER RPM CNC

These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

PERFORMER PONTIAC D-PORT

350 c.i.d. engines may require notching the block for valve clearance. Three head bolt bosses are raised higher than the standard D-port heights and will require head bolt kit #8561 to install these heads. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).



Performer #60579

GENERAL FOOTNOTES FOR PERFORMER PONTIAC D-PORT

- *Performer Pontiac heads utilize a D-Port exhaust port configuration for use with standard D-port exhaust systems.*
- *They are designed for 1962-79 389, 400, 421, 428 and 455 c.i.d. V8 Pontiac engines with a 4.060" or larger bore.*
- *They feature optimized oil return passages for increased oil flow.*
- *The 65cc combustion chambers are as-cast while the 72cc and 87cc chambers are fully CNC'd to provide a 9.5:1 compression ratio when used with flat-top pistons.*
- *The spark plug has been relocated closer to the exhaust valve for improved performance.*
- *Cast with extra thick port walls and a compact port size, making them ideal for CNC and hand porting.*
- *Replacement valve part numbers are for sets of 8, see page 121 for more information.*

GENERAL FOOTNOTES FOR PERFORMER RPM CNC

- *Performer RPM CNC feature a CNC machined combustion chamber for a consistent and precise chamber for improved flow performance and spark plug location.*
- *Utilize the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head.*



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

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

MADE IN USA

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

PART NUMBERS IN RED ARE... NEW

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.46"	🔵	–	#8561	#7381	#7280	#7281	#7590	See Instructions	–	–	–	RC12YC
1.46"	🟢	–	#8561	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	🟢	–	#8561	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	🟢	–	#8561	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	🟢	–	#8561	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	🟢	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	🟢	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5845	#9736	RC12YC
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753(E)	#5767	#9736	RC12YC
–	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	–	–	–	–
–	🔴	–	#8549	#7381	#7280	#7281	#7590	See Instructions	–	–	–	–
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5845	#9736	RC12YC
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	🔵	–	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5767	#9736	RC12YC



Performer D-Port #61539



Performer D-Port #61539



Performer D-Port #61539



Performer RPM #60595



Performer RPM #60595



Performer RPM #60595



Performer RPM CNC #61515



Performer RPM CNC #61515



Performer RPM Pontiac NHRA Stock/Super Stock #60587



Performer RPM CNC #61525



Performer RPM CNC #61525



Performer RPM CNC #61525

EMISSIONS GUIDE

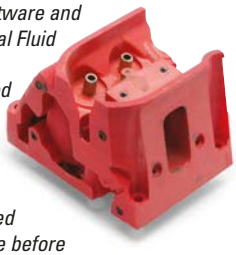
🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock CYLINDER HEADS FLOW TECH & VALVE SPRING INFO.

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

The flow box is a plastic model of one intake port, one exhaust port and one combustion chamber. This cross section is created using 3-dimensional Siemens NX8 design software and tested with Computational Fluid Dynamic (CFD) software. The model is then created in-house using our Fortus 400 3D printer. Testing a flow box allows our engineers to make the changes needed for optimum performance before taking the next step to more costly and time consuming aluminum prototypes.



TECHNICAL SPECIFICATION:
EDELBROCK STAINLESS STEEL VALVES

All Edelbrock Performer, Performer RPM, E-Series, E-CNC and Victor Series cylinder heads are supplied with the highest quality stainless steel valves on the market.

These valves are a one piece forged design and feature 2% more nickel content than average stainless steel valves. **The increased nickel content results in a stainless steel valve that is stronger at higher operating temperatures. This allows them to perform better in the elevated temperature applications found in high performance engines, especially exhaust valves. Additionally, it also provides improved corrosion resistance for increased endurance in forced induction and nitrous assisted applications.**

The valve stem is treated with a porous chrome finish to provide hardness and oil retention. This process leaves microscopic holes which fill with engine oil for improved lubrication of the valve stem and guide, while reducing wear on the inner guide surface.

The end result of the above features, is a stainless steel valve that is ideal for high performance extreme duty applications.

IMPORTANT – PLEASE READ!

When using other camshafts with Edelbrock heads, please consult the camshaft manufacturer for recommended valve spring rates and specifications. Valve spring rates and camshafts must be compatible to avoid severe engine damage. All Edelbrock complete heads are supplied with valve springs that are compatible with Edelbrock camshafts for optimal operations within the specified rpm range. **Camshafts that exceed the specified valve spring rate will void the warranty on these heads.**

COMPARING FLOW DATA

When comparing airflow numbers between heads, there are several things to consider. These are general guidelines… not absolutes… but guidelines that should be considered when purchasing cylinder heads.

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

Flow bench measurements are only useful and accurate when done carefully and on a **calibrated** bench. Proper alignment of the head with the bore is required to simulate exact geometry of the engine. Accurate lift measurements are also required. Finally, atmospheric conditions are needed to interpret the data. As a result, you may not be getting an "apples-to-apples" comparison when comparing numbers from different benches.

2. BIGGER IS NOT ALWAYS BETTER!

A large port doesn't always mean more power. This is especially true with street heads and in some cases, race heads. Velocity is just as important as flow. A smaller port volume generally equates to higher velocity for better street performance. The speed of the mixture determines how tightly the combustion chamber is packed. The more tightly packed the combustion chamber, the more pressure is developed when the mixture is ignited, pushing the piston with more force for more power. For example: A large port and a big flow number at 0.600" lift means low velocity (especially off-idle to 3500 rpm) and results in less throttle response. For the street, velocity is the key to overall performance.

3. COMPARE PEAK FLOW AND LOW LIFT FLOW.

Cylinder head buyers have a tendency to only consider peak flow numbers. It's important to look at all the flow numbers, from .100" to peak, in order to determine the performance level of a head.

4. TYPE OF VALVE INFLUENCES FLOW.

The type of valves used will influence how well a port flows. A valve with an undercut stem is less of a restriction to flow and will allow a port to flow more, filling the cylinder better and producing more power.

5. CONSIDER THIS FACT FOR STREET APPLICATIONS.

Generally, in a street application, the smaller the valve diameter, the better the velocity and flow will be with the correctly sized port. This holds true for both the intake and the exhaust ports. When you can equal the flow of a larger port and larger valve with a smaller port and smaller valve, you have a much more efficient port, which will generally make more power and use less fuel.

6. WHAT'S THE PRESSURE DIFFERENTIAL?

The pressure differential that a head is flowed at dramatically affects the results. All Edelbrock heads are flowed at 28" of water, which more closely represents what an engine will see. Beware of companies flowing heads at anything less than 28" of water, because that is not a valid comparison with Edelbrock heads.

Cylinder Heads	Installed Ht.	Rates	Coil Bind	Maximum RPM
#60179, #60519, #60579, #60599, #60779, #60859, #60879, #60979, #60989, #61779, #5023, #5025, #5073, #5089	1.800"	1.800" = 120 lbs 1.219" = 320 lbs	1.130"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60175, #60225, #60255, #60515, #60575, #60595, #60715, #60735, #60775, #60895, #60975, #60985, #60995, #61575, #61595, #61775, #602515, #607115, #607315, #608915	1.800"	1.800" = 150 lbs 1.200" = 420 lbs	1.150"	Rollin Thunder cams: 6500 rpm
#61385, #79259	1.800"	1.800" = 138 lbs. 1.200" = 326 lbs.	1.140"	6500 rpm
#60229, #60259, #60329, #60359, #60379, #60399, #60719, #60739, #60759, #60899, #60909, #60999, #79899, #5028, #5085	1.800"	1.850" = 128 lbs. 1.270" = 338 lbs.	1.130"	Performer RPM cams: 6500 rpm
#60069, #60079, #60929, #61629, #60829	1.885"	1.885" = 115 lbs. 1.400" = 280 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60119, #60139, #60049	1.900"	1.900" = 132 lbs. 1.400" = 312 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#5087, #5027	1.900"	1.900" = 145 lbs. 1.300" = 345 lbs.	1.130"	Rollin Thunder cams: 6500 rpm
#60065, #60075, #60815, #60925, #61625	1.885"	1.885" = 140 lbs. 1.380" = 317 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60455, #60555, #77485, #79455, #79535, #79555, #604515, #605515	1.975"	1.975" = 175 lbs. 1.375" = 465 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60459, #60479, #60499, #60559, #60669, #60679	1.975"	1.975" = 125 lbs. 1.475" = 310 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#77189, #77589, #77619	1.900"	1.900" = 145 lbs. 1.300" = 380 lbs.	1.130"	8000 rpm
#77199, #77599, #77629, #77359	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

PART NUMBERS IN RED ARE... NEW

Applications	.100" Int / Exh	.200" Int / Exh	.300" Int / Exh	.400" Int / Exh	.500" Int / Exh	.600" Int / Exh	.700" Int / Exh	.800" Int / Exh	.900" Int / Exh
AMC									
#60119, #60139	65 / 52	130 / 96	192 / 127	235 / 163	258 / 182	260 / 190	–	–	–
BUICK									
#60049	68 / 58	127 / 108	190 / 150	241 / 173	274 / 183	273 / 190	–	–	–
CHEVROLET									
#5073, #5089	63 / 51	125 / 99	182 / 131	225 / 153	248 / 163	249 / 168	–	–	–
#5085, #5087	68 / 50	136 / 96	191 / 132	265 / 160	272 / 172	275 / 175	–	–	–
#60719, #60739, #60759	63 / 51	124 / 94	181 / 128	227 / 146	253 / 157	253 / 163	–	–	–
#60899, #60909, #60999	63 / 51	126 / 97	180 / 129	227 / 148	250 / 158	249 / 165	–	–	–
#608979	61 / 51	127 / 95	185 / 118	217 / 131	229 / 137	237 / 140	–	–	–
#60859, #60879	64 / 54	122 / 96	177 / 124	217 / 147	229 / 166	232 / 175	–	–	–
#60979	64 / 54	130 / 104	186 / 140	220 / 169	232 / 183	238 / 190	–	–	–
#60989	67 / 57	122 / 110	175 / 153	223 / 182	252 / 196	259 / 204	265 / 207	–	–
#79899	66 / 53	129 / 103	185 / 156	231 / 200	255 / 202	261 / 207	260 / 210	–	–
#77589, #77599, #77619, #77629	67 / 64	119 / 112	177 / 153	226 / 188	265 / 207	281 / 217	285 / 220	–	–
#61939	65 / 54	119 / 107	173 / 145	255 / 181	267 / 187	270 / 190	–	–	–
#79949	64 / 57	134 / 107	193 / 147	239 / 180	274 / 200	285 / 210	–	–	–
#60819	67 / 60	148 / 118	221 / 157	256 / 184	266 / 204	273 / 216	277 / 221	–	–
#50459, #60459, #60479, #604519	74 / 71	143 / 128	207 / 153	250 / 178	284 / 200	309 / 218	–	–	–
#60499, #61459	73 / 71	143 / 128	208 / 153	251 / 178	284 / 200	299 / 218	–	–	–
#60559	76 / 70	146 / 132	212 / 156	255 / 181	294 / 207	314 / 228	–	–	–
#79539, #79559, #79535, #79555	77 / 64	155 / 129	235 / 181	292 / 214	330 / 241	354 / 252	368 / 257	–	–
#79459, #79455	74 / 69	150 / 130	227 / 172	279 / 197	317 / 210	337 / 221	344 / 230	–	–
#77485, #77479, #77475	72 / 64	140 / 122	213 / 167	273 / 199	318 / 223	342 / 240	346 / 251	–	–
#77409	80 / 62	159 / 123	234 / 164	295 / 197	343 / 223	369 / 241	380 / 255	–	–
#61409	–	149 / 122	227 / 164	301 / 196	351 / 225	385 / 248	405 / 268	409 / 284	414 / 297
#617569	63 / 60	150 / 137	223 / 190	288 / 226	353 / 254	415 / 277	468 / 302	496 / 324	491 / 328
CHRYSLER									
#61779, #61775	62 / 52	119 / 105	175 / 142	225 / 169	251 / 185	260 / 190	–	–	–
#61175, #61179	81 / 66	157 / 139	233 / 195	306 / 225	357 / 239	386 / 242	401 / 243	409 / 243	413 / 242
#60779, #60775, #60179, #60175	69 / 64	129 / 108	188 / 142	232 / 171	249 / 183	251 / 190	–	–	–
#5090, #5093	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	–	–	–
#60929, #60925, #60189, #60185	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	292 / 223	–	–
#77929, #77949	85 / 63	150 / 118	211 / 160	261 / 189	298 / 207	322 / 219	325 / 226	–	–
FORD									
#5023, #5025	65 / 42	121 / 92	174 / 130	216 / 150	242 /162	249 /168	–	–	–
#5027, #5028	65 / 57	128 / 96	179 / 128	223 / 155	253 / 168	267 / 175	277 / 180	–	–
#60329	61 / 55	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	–	–	–
#60359	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	–	–	–
#60229	72 / 57	132 / 104	183 / 142	216 / 159	245 / 170	249 / 174	–	–	–
#60259	70 / 57	128 / 104	183 / 142	219 / 163	251 / 170	255 / 174	–	–	–
#602579	62 / 50	122 / 93	175 / 125	213 / 140	228 / 146	232 / 150	–	–	–
#60379	62 / 56	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	–	–	–
#60399	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	–	–	–
#79259	78 / 63	146 / 119	213 / 173	257 / 197	281 / 205	292 / 209	–	–	–
#77179	64 / 54	127 / 108	186 / 140	234 / 167	268 / 189	291 / 195	285 / 199	–	–
#61629, #61625, #61699	58 / 54	120 / 105	180 / 138	227 / 151	260 / 161	265 / 165	–	–	–
#60069	88 / 64	153 / 113	195 / 148	233 / 171	265 / 183	270 / 200	–	–	–
#60669, #60679, #61649, #61669	76 / 67	140 / 118	207 / 153	260 / 180	300 / 200	319 / 207	326 / 207	–	–
JEEP									
#50169	66 / 63	123 / 103	179 / 127	221 / 144	241 / 151	237 / 155	–	–	–
OLDSMOBILE									
#60519, #60515	67 / 54	131 / 102	195 / 137	245 / 163	278 / 179	268 / 188	–	–	–
PONTIAC									
#60579	72 / 56	138 / 106	198 / 141	239 / 163	264 / 175	275 / 185	–	–	–
#60599	71 / 69	143 / 120	208 / 151	253 / 173	272 / 191	286 / 199	–	–	–
#61569	65 / 52	140 / 105	201 / 131	236 / 145	250 / 151	257 / 156	258 / 157	–	–
#61599	65 / 52	136 / 103	199 / 130	237 / 146	256 / 151	263 / 157	263 / 159	–	–

IMPORTANT NOTES: *Cylinder heads for hydraulic roller cam applications have the same flow characteristics as heads for hydraulic flat tappet cams*
All flow numbers are done on our Superflow 1020 flow bench, recorded data @ 28" H2O.

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS PRO-PORT RAW

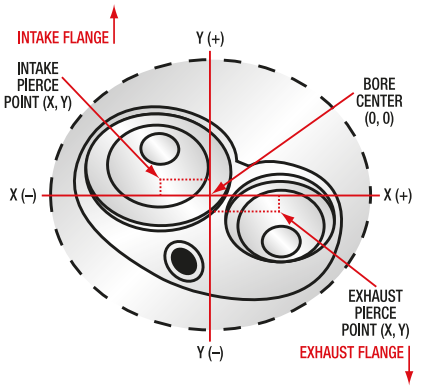
HIP PROCESS WHAT IS HIP PROCESSING?

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

PROFESSIONAL HEAD PORTER'S CASTINGS

These unported versions of race-winning Edelbrock Victor Series CNC heads are designed specifically for the professional cylinder head porter and engine builder. Like all other Edelbrock Cylinder heads, Pro-Port cylinder heads are also cast in the USA at the state-of-the-art Edelbrock Foundry with extra-thick walls to allow for custom CNC porting. In most cases, seats and manganese-bronze valve guides are included, but not installed. Please note: These heads can not be used without professional head preparation.

- ***Unported versions of Edelbrock race-winning Victor Series CNC heads for the professional cylinder head porter and engine builder***
- ***Pro-Port cylinder heads are cast in the USA at the state-of-the-art Edelbrock Foundry with extra-thick walls to allow for custom CNC porting***
- ***The only heads designed specifically to accommodate almost any CNC port shape, size or location***
- ***Offers enough wall thickness for CNC machining to various port dimensions***
- ***In most cases seats and manganese-bronze valve guides are included, but not installed***



USE THIS DRAWING TO DETERMINE VALVE PLACEMENT

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Intake Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Bore Spacing	Valve Spacing	Valve Seats	Valve Guides	Part No.
CHEVY LS SERIES												
LS1 Gen III ●	38cc	N	15°	0.82" x 2.80" / 1.41" x 1.02"	2.08" / 1.64"	(0.820", 0.010")	(-1.090", 0.010")		1.910"	installed	included	**#61989**
LS1 Gen III ●	38cc	Y	15°	0.82" x 2.80" / 1.41" x 1.02"	2.08" / 1.64"	(0.820", 0.010")	(-1.090", 0.010")		1.910"	included	included	**#619869**
Victor Jr LS3 ●	–	N	15°	1.00" x 2.37" / 1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017")	(1.156", 0.017")		2.010"	included	included	**#77339**
Victor Jr. LS3-LSX ●	–	N	15°	1.00" x 2.37" / 1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017")	(1.156", 0.017")		2.010"	included	included	**#77349**
Victor Jr. LS7 ●	–	N	12°	1.08" x 2.47" / 1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017")	(1.205", 0.017")		1.969"	included	included	**#77369**
Victor Jr. LS7-LSX ●	–	N	12°	1.08" x 2.47" / 1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017")	(1.205", 0.017")		1.969"	included	included	**#77379**
LS-R ●	25cc	Y	5.6° x 2°	1.32" x 1.97" / 1.55" x 1.30"	2.25" / 1.68"	(0.652", 0.448")	(-1.178", -0.238")		–	none	included	**#770469**
CHEVY SB2												
Victor SB2 ●	20cc	Y	10.5° x 3.4°	1.50" x 1.05" / 1.55" x 1.32"	2.20" / 1.60"	(0.636", 0.450")	(-1.144", -0.266")		–	none	none	**#777869**
BIG-BLOCK CHEVY												
Victor Jr. 24° ●	118cc	N	24°	300cc / 128cc	2.25" / 1.90"	(-0.902", 0.058")	(1.06", -0.556")	4.84"	1.997"	installed	included	**#77469**
Victor 24° ●	38cc	N	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.897", 0.058")	(1.10", -0.556")	4.84"	1.997"	installed	included	**#61429**
Victor 24° (Gen III) ●	38cc	Y	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.888", 0.058")	(1.095", -0.580")	4.84"	1.997"	installed	included	**#614369**
Victor 11° ●	–	Y	23°	1.80" x 2.56" / 2.10" x 1.80"	2.42" / 1.94"	(-0.827", 0.227")	(1.150", -0.580")	4.84"	–	installed	included	**#614469**
DR-17 ●	92cc	Y	17°	1.40" x 1.80" / 1.50" x 1.30"	2.45" / 1.80"	(-0.773", 0.291")	(1.183", -0.580")	4.84"	–	installed	included	**#615469**
Big Victor 12° ●	–	Y	12°	1.53" x 2.14" / 1.84" x 1.50"	2.45" / 1.85"	(-0.854", 0.455")	(1.120", -0.420")	4.84"	–	–	included	**#618269**
Big Victor 3 ●	–	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.52" / 1.90"	(0.690", -0.545")	(-1.270", 0.350")	4.84"	–	–	included	**#614669**
Big Victor 3 ●	–	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.763", 0.521")	(-1.347", 0.352")	4.84"	–	–	included	**#613669**
Big Victor 3 ●	–	Y	14°	2.52" x 2.15" / 1.84" x 1.50"	2.52" / 1.90"	(0.735", -0.530")	(1.260", -0.350)	4.84"	–	–	included	**#614769**



LS-R Pro-Port Raw #770469



Victor 24° Pro-Port Raw #614369



Big Victor #618269

EDELBROCK BIG VICTOR SPREAD-PORT CYLINDER HEAD VALVE COVERS #4259

Designed especially for the Edelbrock big-block Chevrolet Big Victor Spread-Port CNC 405 Cylinder Heads #617569, #618268, #618269, #618368, #614469, #615468 and #615469. These heavy-duty sand cast aluminum valve covers are designed to provide additional clearance to the Jesel rocker arm set-up when used on our Big Victor Spread-Port cylinder heads. No provision for breather hole has been machined to allow for custom plumbing of the crankcase ventilation system.



PART NUMBERS IN RED ARE... NEW

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
SMALL-BLOCK CHRYSLER											
Victor 16° ●	–	N	16°	1.00" x 2.11" / 1.52" x 1.40"	2.15" / 1.60"	(-0.760", 0.000")	(1.168", -0.000")	1.928"	included	included	**#61749**



Small-block Chrysler Victor 16° #61749



Victor 16° #61749 deck



Victor 16° #61749 exhaust

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
SMALL-BLOCK FORD											
Glidden Victor II ●	24cc	N	11.3°	1.34" x 1.77" / 1.66" x 1.43"	2.24" / 1.64"	(-0.760", 0.000")	(1.170", 0.000")	1.930"	included	included	**#77319** (E)
Glidden Victor II ●	24cc	Y	11.3°	1.34" x 1.77" / 1.66" x 1.43"	2.24" / 1.64"	(-0.760", 0.000")	(1.170", 0.000")	1.930"	included	included	**#773169** (E)
Glidden Victor SC-1 ●	20cc	Y	(I) 7.3° x 0.3° (E) 6.88° x 0.55°	1.16" x 1.76" / 1.50" x 1.36"	2.24" / 1.64"	(-0.660", 0.440")	(1.110", -0.350")	–	included	included	**#770769**
FORD FE											
Ford FE ●	45cc	N	13°	1.49" x .94" / 1.55" x 1.00"	2.09" / 1.66"	(0.885", 0.220")	(1.160", 0.220")	2.045"	included	included	**#61859**
Ford FE NHRA ●	45cc	N	13°	1.49" x .94" / 1.55" x 1.00"	2.09" / 1.66"	(0.885", 0.220")	(1.160", 0.220")	2.045"	included	included	**#61857**

#770769 Important Notes: *These heads can not be used without professional head preparation. With a true canted valve design (7.3° intake and 6.8° exhaust valve angles), these heads have maximum power potential. Extended intake flange and raised runners work with Yates-style manifolds.*



Glidden Victor SC-1 #770769



Pro-Port Raw Ford FE #61859



Victor #60509



Victor 11° #77849

FORD BOSS/CLEVELAND SC-1 VALVE COVERS #4267

Designed especially for the Edelbrock Glidden Victor SC-1 cylinder head #770769, these heavy-duty sand cast aluminum valve covers will fit Edelbrock and factory Cleveland cylinder heads as well as other aftermarket heads that utilize a Cleveland bolt pattern. They have been designed to provide additional clearance for Jesel rocker arm set-ups when used on Glidden Victor SC-1 Pro-Port Raw cylinder heads. No provision for breather hole has been machined to allow for custom plumbing of the crankcase ventilation system.



Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
PONTIAC											
Performer RPM ●	72cc	N	14°	1.10" x 2.02" / 1.46" x 1.40"	2.11" / 1.66"	(-0.880", 0.000")	(1.150", 0.000")	2.030"	included	included	**#60509**
Victor ●	–	N	11°	0.83" x 1.61" / 1.51" x 1.273"	2.35" / 1.72"	(0.810", 0.055")	(1.230", 0.055")	2.040"	included	included	**#77849**

#77849 Important Notes: *These heads have deleted pushrod holes.*

Valve Spring Footnotes

(A) Unfinished size
(B) Maximum size (each valve; may not be used together)
(C) Coordinates provided are for cylinders #1, #3, #6, #8. Invert the "X" value for cylinders #2, #4, #5, #7.
(D) All valves are uninstalled unless noted.
(E) Without pushrod hole clearance

Edelbrock Pro-Port Raw cylinder heads are designed, cast and machined in the USA for unsurpassed quality.

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS ACCESSORIES



S/B Chevy Head Bolt Kit #8550



Chevy 409 Head Bolt Kit #8581



Chrysler 426-572 Gen II #8513 Bolt Kit

HEAD BOLT KITS

Edelbrock Head Bolt Kits contain a complete set of the highest quality head bolts and hardened washers available. Cold-formed to ensure molecular integrity and heat treated prior to thread rolling and machining. Reduced diameter bolt heads eliminate the need for valvetrain removal to facilitate cylinder head re-torquing. Hardened and parallel-ground washers are included. Rated at 170,000 p.s.i.

AMC Head Bolt Kit for pre-1970 engines, 7/16" ..... **#8531**
AMC Head Bolt Kit for 1970 & later engines, 1/2" ..... **#8532**

Buick Head Bolt Kit for 400, 430 & 455 engines ..... **#8503**

S/B Chevrolet Head Bolt Kit ..... **#8550**
Chevrolet Gen III LS1 Head Bolt Kit for Edelbrock & GM Gen III LS1 heads ..... **#8596**
Chevrolet Gen IV Head Bolt Kit for Edelbrock heads used on LS series engines 2004 and later ..... **#8595**
B/B Chevrolet Head Bolt Kit (not for stock heads, Mark IV only) ..... **#8551**
B/B Chevrolet Head Bolt Kit for #77409, #77419, #77459, #77469, #77479, #61409 (not for stock heads) ..... **#8554**
Chevrolet 348/409 Head Bolt Kit ..... **#8581**

S/B Chrysler Head Bolt Kit (not for stock heads) ..... **#8555**
Chrysler Magnum Head Bolt Kit for Edelbrock and '92 and up Magnum heads ..... **#8577**
B/B Chrysler 426-572 Gen II HEMI Head Bolt Kit ..... **#8513**
B/B Chrysler Head Bolt Kit ..... **#8591**
B/B Chrysler Victor Head Bolt Kit ..... **#8592**

Ford Flathead Head Stud Kit for 1938-48 Fords ..... **#8505**
Ford Flathead Generator Stud Kit for 1938-48 Fords ..... **#8506**
Ford Flathead Head Stud Kit for 1949-53 Fords ..... **#8502**
Ford 289-302 Head Bolt Kit (7/16" bolt diameter, use bushings #9680) ..... **#8552**
Ford 351-Windsor Head Bolt Kit (1/2" bolt dia., used on 351W with 1/2" threads) ..... **#8553**
Ford 351-Cleveland Head Bolt Kit ..... **#8560**
Ford FE 390-428 Head Bolt Kit ..... **#8557**
Ford 429/460 Head Bolt Kit ..... **#8566**

Jeep 4.0L, Inline Six ..... **#8533**

Oldsmobile Head Bolt Kit ..... **#8558**

Pontiac Head Bolt Kit for #60509, #60579 and #60599 **made before 3/15/02** (not for stock heads) ..... **#8556**
Pontiac Head Bolt Kit for #60509, #60579, #60587 and #60599 **made after 3/15/02** (not for stock heads) ..... **#8549**
Pontiac D-Port Head Bolt Kit (not for stock heads) ..... **#8561**



Pontiac Head Bolt Kit #8561



Ford 289-302 Head Bolt Kit #8552



S/B Chrysler Head Bolt Kit #8555



S/B Ford Head Bolt Bushings #9680

HEAD BOLT BUSHINGS WITH INTEGRAL WASHERS

Allows the use of stock or Edelbrock 7/16" head bolts on Edelbrock heads with 1/2" head bolt bosses. Required for 289-302 V8's and 1967-69 AMC.

For Ford 5.0L (20 per package) ..... **#9680**
For 1969 & Earlier AMC (28 per package) ..... **#9693**
For 1966-69 AMC (4 deck dowels per package) ..... **#9652**



AMC Head Bolt Bushings #9693



AMC Deck Dowels #9652

PART NUMBERS IN RED ARE... NEW



Chevy 348/409 Pushrod Guideplates #9609



Chrysler Magnum Pushrod Guideplates #9662



Ford 351C Pushrod Guideplates #9672



Rocker Studs #8598



Rocker Studs #8599

PUSHROD GUIDEPLATES FOR EDELBROCK HEADS

Made from high-grade alloy steel and hardened to 60 Rockwell "C". Stepped plates support pushrods closer to the rockers stabilizing them. **Sold in sets of 8.**

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

ROCKER STUDS

These high-quality rocker studs are used in all Edelbrock cylinder heads requiring 3/8" screw-in studs. Sold in packaged quantities of two or sixteen.

Rocker Stud (qty. 2) ..... **#8598**
Rocker Stud (qty. 16) ..... **#8599**

HARDENED STEEL PUSHROD SETS

Edelbrock one-piece pushrods are manufactured from high quality 4130 Chromoly steel tubing that has been surface hardened for maximum durability. They have precise formed swedged ends for a high quality fit with the cup seats. A black oxide finish is added for corrosion resistance. All Edelbrock pushrods are 5/16" in diameter, except for #9605, #9618, #9635, #9647 and #9648 which are 3/8" O.D. **Sold in sets of 16.**

Application	Length	Footnote	Part No.
AMC 343-401	8.050"		#9637
Buick 400-430-455	9.650"		#9605
S/B Chevy	7.250"	For use with Edelbrock hydraulic roller lifters #97423	#9646
S/B Chevy	7.800"	Stock length	#9630
S/B Chevy	7.900"	+.100" over stock length	#9629
S/B Chevy	7.200"	For hydraulic roller lifters	#9653
Chevy 348/409 "W"	8.650" / 9.000"		#9635
Chevy 348/409 "W"	8.300" / 8.750"	For use with Edelbrock hydraulic roller lifters #97423	#9648
B/B Chevy	7.800"/ 8.800"	For use with Edelbrock hydraulic roller lifters #97433	#9647
Chrysler Magnum 5.2L/5.9L	6.950"		#9638
Chrysler 426-572 Gen II HEMI	10.250" / 11.150"	For hydraulic roller lifters	#9618
Ford 289-302	6.800"		#9632
Ford 289-302	6.400"	For hydraulic rollers, 5.0L with stud mount. Refer to lifter kit #97453 on pg. 125.	#9655
Ford 289-302	6.425"	For hydraulic rollers.	#9658
Ford 351W	7.700"	For use with Edelbrock hydraulic roller lifters #97453	#9659
Ford 351W	8.150"		#9636
Ford 351W	7.625"	For hydraulic rollers	#9656
Ford 351M/400	9.500"		#9633



Steel Pushrods #9630



Steel Pushrods #9635

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS ACCESSORIES



Intake Valve #9760 and Exhaust Valve #9761

REPLACEMENT VALVES

1-piece, swirl-polished, hardened tip stainless steel valves with undercut stems for increased flow. Hard-chromed valve stems are 11/32" except where noted.

Size	Application(s)	O.A.L.	Single	Set of 8
INTAKE				
1.90"	#60229, #60329	4.910"	#9764	#9769
1.90"	#60379	5.090"	#9763	#9768
1.94"	#60979	4.910"	#9774	#9779
2.02"	#60399	5.090"	#9778	#9777
2.02"	#60779, #60179	4.980"	#9365	#9366
2.02"	#60989, AMC, S/B Chevy & Ford (except #60399)	4.910"	#9760	#9765
2.05"	#77169, #77179, #77189, #77199, #77359	5.060"	#9370	#9371
2.072"	#60519	4.756"	#9375	#9376
2.08"	#77619, #77629, #77639, #77649 (.100" longer than stock)	5.010"	#9784	#9785
2.09"	#60069, #60079 (3/8" stem)	5.450"	#9754	#9755
2.11"	#60579, #61579, #61599	5.093"	#9781	#9780
2.11"	#60599 (Ram Air IV length .120" longer than stock)	5.213"	#9750	#9751
2.14"	#60929, #60189	4.908"	#9640	#9641
2.19"	#60459, #60479, #60499, #60559	5.314"	#9770	#9775
2.19"	#60669, #60689	5.175"	#93661	#93662
2.19"	#60679, #60699, #61669, #61649	5.265"	#93770	#93771
2.19"	#60809, #60819	5.100"	#93780	#93781
2.20"	#77919, #77929, #77939, #77949	5.350"	#93774	#93775
2.25"	#61459, #61559, #61555	5.350"	#97040	#97041
2.30"	#77409 (.400" longer than stock)	5.625"	#9360	#9361
EXHAUST				
1.55"	#60979	4.930"	#9772	#9773
1.60"	#60229, #60259, #60329, #60359, #60989, AMC, S/B Chevy	4.930"	#9761	#9766
1.60"	#60379, #60399	5.110"	#9762	#9767
1.60"	#60779, #60179	5.000"	#9367	#9368
1.60"	#77619, #77629, #77639, #77649 (.100" longer than stock)	5.020"	#9786	#9787
1.60"	#77169, #77179, #77189, #77199, #77359	5.060"	#9372	#9373
1.66"	#60069, #60079 (3/8" stem)	5.450"	#9756	#9757
1.66"	#60579, #61579, #61599	5.110"	#9783	#9782
1.66"	#60599 (Ram Air IV length .120" longer than stock)	5.230"	#9752	#9753
1.68"	#60519	4.780"	#9317	#9318
1.72"	#60809, #60819	5.100"	#93782	#93783
1.76"	#60669, #60689	4.960"	#93663	#93664
1.76"	#60679, #60699, #61669, #61649	5.050"	#93772	#93773
1.81"	#60929, #60189	4.928"	#9642	#9643
1.81"	#77919, #77929, #77939, #77949	5.375"	#93776	#93777
1.88"	#60459, #60479, #60499, #60559, #60439	5.450"	#9771	#9776
1.89"	#61459, #61559, #61555 (Inconel)	5.450"	#9789	#9788
1.90"	#77409 (+.100")	5.488"	#9362	#9363

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 bolts should use washers underneath the heads to eliminate false torque readings due to collapsing bolt bosses. Bolt heads and washers should be lubed with the same lubricant or oil used on bolt threads. Edelbrock head bolt kits include hardened washers.*



Valve Guides #9702 & #9703



Valve Seals #9758

REPLACEMENT GUIDES AND SEALS

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

Valve Guides	***Intake***	***Exhaust***
S/B Chevy, S/B & B/B Chrysler, S/B Ford, Olds, Pontiac (Ram Air IV)	**#9701**	**#9701**
B/B Chevy	**#9702**	**#9703**
Ford FE (for all Edelbrock FE heads)	**#9704**	**#9704**
S/B Ford (for Victor heads #77219)	**#9702**	**#9706**

Valve Seals (2-ring positive oil control seals, sold in sets of 16)

11/32" (for all Edelbrock Performer & Performer RPM heads, except Ford FE)	**#9725**
11/32" (S/B Chevy, S/B Ford Victor Jr. & B/B Chrysler Victor heads, .530")	**#9758**
3/8" (Ford FE, earlier design with .530" guide o.d.)	**#9726**
3/8" (Ford FE, current production with .562" guide o.d.)	**#9759**

PART NUMBERS IN RED ARE... NEW



Replacement Valve Seats #9711

REPLACEMENT VALVE SEATS

Valve Seats	Part #	Valve Seats	Part #
S/B Chevy, 2.02" (intake)	**#9709**	**Pontiac, 1.66"** (exhaust)	**#9714**
S/B Chevy, 1.60" (exhaust)	**#9710**	**B/B Chevy, 2.19"** (intake)	**#9716**
S/B Ford, 1.90" (intake) **Set of 8**	**#9711**	**B/B Chevy, 1.88"** (exhaust)	**#9717**
LT1/E-Tec, 1.94" (intake)	**#9712**	**Ford FE, 2.09"** (intake)	**#9718**
Pontiac, 2.11" (intake)	**#9713**	**Ford FE, 1.66"** (exhaust)	**#9719**



VALVE STEM LOCKS

Heat-treated machined (HTM) 7° valve stem locks for use with Edelbrock retainers. Black oxide, top-quality steel for maximum strength.

Diameter	Application	Taper	Material	Part No.
11/32"	Single groove (set of 32)	7°	Heat treated stamped steel	**#9611**
3/8"	Single groove (set of 32)	7°	Heat treated stamped steel	**#9612**
11/32"	Single groove (set of 24)	7°	Heat treated stamped steel	**#9614**
11/32"	Single groove, .050" low (set of 32)	7°	4140 machined hardened steel	**#9615**
11/32"	Single groove, std. height (set of 32)	7°	4140 machined hardened steel	**#9616**



Valve Spring Locators #5770



Spring Seat Locator/Seal Kit #5766

REPLACEMENT VALVE SPRING LOCATORS AND SEAT CUP KITS

Valve Spring Locators and Seat Cups provide a hardened barrier between the springs and the aluminum heads, positively locating the base of the spring to prevent unwanted spring movement. **Sold in sets of 16.**

Spring Seat Cup Kit (.060" thick, requires 1.65" diameter counterbore) for Edelbrock S/B Chevy, 289-351W Ford, 318-360 Chrysler and Pontiac heads using springs #5767/#5825/#5845.....**#5769**

Spring Seat Cup Kit (.060" thick, requires 1.73" diameter counterbore) for Edelbrock 390-428 Ford FE and 383-440 Chrysler heads using valve springs #5792.....**#5771**

Valve Spring Locators (.805" i.d., 1.540" o.d.) for Edelbrock B/B Chevy and 460 Ford heads using valve springs #5745.....**#5770**

Spring Seat Locator/Seal Kit (8mm valves and conical springs) for use on Edelbrock LS & E-CNC heads w/8mm stem valves combined with 1.30" conical (beehive style) springs.....**#5766**



RED ROLLER ROCKER ARMS

Edelbrock red roller rockers are manufactured in the USA from lightweight 7129 grade aluminum. The body is CNC machined then micro polished and anodized for durability. The trunnion race, roller pin and roller tip are centerless ground for superior quality. A high quality Torrington needle bearing fulcrum combined with a roller tip ensure smooth operation and performance. The full body design will accommodate up to 1.65" diameter springs. Thick-walled adjusting nuts and 4140 steel poly locks are included.

	Single	Set of 16
Small-Block Chevy, 3/8", 1.5:1 ratio	**#77771**	**#77770**
Small-Block Chevy, 3/8", 1.5:1 ratio, wide body	**N/A**	**#77760**
Small-Block Ford, 3/8", 1.6:1 ratio	**#77781**	**#77780**
Big-Block Chevy, 7/16", "W" 348/409, 1.7:1 ratio	**#77791**	**#77790**



Roller Rocker Arm #77781



Roller Rocker Arms #77770

Roller Rocker Arms #77780



EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CYLINDER HEADS VALVE SPRINGS & RETAINERS



THESE VALVETRAIN COMPONENTS ARE A REQUIRED UPGRADE WHEN USING AN EDELBROCK PERFORMER, RPM OR TORKER CAM & STOCK HEADS.

SURE SEAT VALVE SPRINGS

Made of highest quality spring wire and precision wound to close tolerances, our Sure Seat Valve Spring sets are for use on original equipment heads when installing Edelbrock Performer-Plus, Performer RPM and Torker-Plus camshafts. These are the same high-performance springs used on Edelbrock Performer and RPM cylinder heads. The #5900 Series valve springs are designed for use with OEM valve rotators. Valve Spring Kits are complete kits that contain non-rotator valve springs, valve spring retainers and matching valve stem locks. For camshaft warranty compliance, use only the springs recommended by Edelbrock for each camshaft application.

VALVE SPRING RETAINERS

Made of superior quality steel, machined and heat-treated for strength, these retainers have a black-oxide finish for rust and corrosion protection. Chevrolet LS1 retainers are available in steel or lightweight Titanium. Sold in sets of 16.

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
AMC 290-304-360-390-401 V8 '70 & LATER											
#5832	Cast-Iron O.E. Head	Non-Rotator	89 lbs.	1.812"	200 lbs. @ .425"	1.364"	1.000"	1.300"	**#9720**	See Lock Chart	#2132 Performer Cam
#5932*	Cast-Iron O.E. Head	Rotator	89 lbs.	1.625"	200 lbs. @ .425"	1.408"	1.010"	1.300"	–	–	#2132 Performer Cam
#5792	Edelbrock #60119 / #60139	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	**#9644**	**#9616**	#2132 Performer/ #7132 RPM Cams
BUICK 400-430-455 V8											
#5792	Edelbrock #60049	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	**#9644**	**#9616**	N/A
CHEVROLET 200-229-262 90° V6											
#5813*	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ .475"	1.222"	0.875"	1.150"	**#9720**	See Lock Chart	#2112 / #3790 Performer Cams
CHEVROLET 4.3L 90° V6 '87-95											
#5814	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ .490"	1.250"	0.750"	1.160"	**#9729**	See Lock Chart	#3714 Performer Cam
CHEVROLET 262-400 V8 '57-95											
#5802 (B)	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ .475"	1.222"	0.875"	1.150"	**#9721**	See Lock Chart	#2102 / #2103 / #3702 Performer Cams
#5902 (B)	Cast-Iron O.E. Head	Rotator	80 lbs.	1.610"	200 lbs. @ .475"	1.222"	0.875"	1.150"	–	See Lock Chart	#2102 / #2103 / #3702 Performer Cams
#5894 (E)	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ .475"	1.222"	0.875"	1.150"	**#9721**	See Lock Chart	#2102, #2103, #3702 Performer Cams
#5703	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ .490"	1.265"	0.880"	1.160"	**#9730**	See Lock Chart	#7102, #5002 Cams
#5794 (E)	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ .490"	1.265"	0.880"	1.160"	**#9730**	See Lock Chart	#7102, #5002 Cams
#5767 (F)	E-Street Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9611**	All Performer Cams
#5825 (N)	Performer / RPM Heads	Non-Rotator	128 lbs.	1.800"	338 lbs. @ .580"	1.460"	1.038"	1.150"	**#9741**	**#9611**	All Flat Tappet Cams
#5845	Performer, Performer RPM, E-Tec Heads and E-CNC Head #79895	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	**#9736**	**#9611**	All Hydraulic Roller Cams
–	E-CNC Head #61219	Non-Rotator	240 lbs.	2.020"	785 lbs. @ .770"	1.550"	0.788"	1.200"			N/A
#5767 (F)	Centerbolt & E-Tec Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9611**	All Performer, RPM & Torker Cams
#5821	E-210 / Victor Jr. Heads	Non-Rotator	145 lbs.	1.900"	345 lbs. @ .600"	1.540"	0.760"	1.130"	**#9715**	**#9615**	N/A
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	510 lbs. @ .600"	1.540"	0.731"	1.170"	**#9715**	**#9615**	N/A
#5767	Edelbrock LT1 #61905	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9616**	#2108
CHEVROLET LS1 V8											
#5768	O.E. Head	Non-Rotator	138 lbs.	1.800"	326 lbs. @ .600"	(L)	(M)	1.140"	**#9707**	See Lock Chart	#2215 / #2216 / #2217, #2218 / #2219 Cams
#5768	Edelbrock Heads	Non-Rotator	138 lbs.	1.800"	326 lbs. @ .600"	(L)	(M)	1.140"	**#9707 or #9708**	–	#2215 / #2216 / #2217, #2218 / #2219 Cams
CHEVROLET 348/409 W-SERIES V8											
#5792	Edelbrock #60819	Non-Rotator	130 lbs.	1.900"	355 lbs. @ .600"	1.550"	1.120"	1.160"	**#9715**	**#9616**	N/A
CHEVROLET 396-402-427-454 V8											
#5862	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.880"	220 lbs. @ .420"	1.500"	1.082"	1.340"	**#9720**	See Lock Chart	#2162 Performer Cams
#5895 (E)	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.880"	220 lbs. @ .420"	1.500"	1.082"	1.340"	**#9720**	See Lock Chart	#2162 Performer Cams
#5762 (C)	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.880"	300 lbs. @ .580"	1.440"	0.800"	1.340"	**#9731**	**#9612**	All Performer, RPM & Torker Cams
#5795 (C,E)	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.880"	300 lbs. @ .580"	1.440"	0.800"	1.340"	**#9731**	**#9612**	All Performer, RPM & Torker Cams
#5745 (G)	E-Street Heads	Non-Rotator	135 lbs.	1.975"	320 lbs. @ .500"	1.500"	0.805"	1.150"	**#9602**	**#9616**	All Performer Cams
#5745 (G)	RPM/Victor Jr. Hydraulic	Non-Rotator	135 lbs.	1.975"	320 lbs. @ .500"	1.500"	0.805"	1.150"	**#9602**	**#9616**	All Performer, RPM & Torker Cams
CALL	Edelbrock Victor Heads	Non-Rotator	250 lbs.	2.000"	800 lbs. @ .850"	1.640"	0.860"	1.070"			

**Available while supplies last*

PART NUMBERS IN RED ARE... NEW

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
CHRYSLER 318-340-360 V8 1957-89											
#5877	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.650"	178 lbs. @ .375"	1.394"	1.010"	1.203"	**#9720**	See Lock Chart	#2177 Performer Cam
#5977*	Cast-Iron O.E. Head	Rotator	90 lbs.	1.480"	187 lbs. @ .400"	1.380"	1.010"	1.002"	-	See Lock Chart	#2177 Performer Cam
#5777	Cast-Iron O.E. Head	Non-Rotator	96 lbs.	1.650"	238 lbs. @ .430"	1.494"	1.080"	1.100"	-	See Lock Chart	#7177 RPM Cam
#5767 (H)	Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9611**	All Performer & RPM Cams
#5845	Performer / RPM Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	**#9736**	**#9611**	All Hydraulic Roller Cams
CHRYSLER 383-400-413-440 V8 '69-79											
#5892	Cast-Iron O.E. Head	Non-Rotator	125 lbs.	1.860"	200 lbs. @ .430"	1.380"	1.010"	1.350"	**#9720**	See Lock Chart	#2192 Performer Cam
#5792	Cast-Iron O.E. Head	Non-Rotator	115 lbs.	1.900"	280 lbs. @ .500"	1.550"	1.120"	1.160"	**#9734**	See Lock Chart	#7194 RPM Cam
#5792	Edelbrock #5093 #60189 / #60929	Non-Rotator	138 lbs.	1.880"	311 lbs. @ .500"	1.550"	1.120"	1.160"	**#9644**	**#9616**	#2192 Performer and #7194 RPM Cams
FORD 289-302 & 351W V8											
#5822	289-302 Cast-Iron O.E.	Non-Rotator	90 lbs.	1.700"	210 lbs. @ .400"	1.354"	1.010"	1.200"	**#9724**	See Lock Chart	All Performer Cams
#5922	289-302 Cast-Iron O.E.	Rotator	85 lbs.	1.700"	225 lbs. @ .400"	1.360"	0.976"	1.115"	-	See Lock Chart	All Performer Cams
#5882	351W Cast-Iron O.E.	Non-Rotator	65 lbs.	1.780"	200 lbs. @ .440"	1.384"	1.020"	1.255"	**#9724**	See Lock Chart	All Performer Cams
#5896 (E)	289-302 Cast-Iron O.E.	Non-Rotator	90 lbs.	1.700"	169 lbs. @ .310"	1.354"	1.010"	1.200"	**#9724**	See Lock Chart	All Performer Cams
#5722	289 / 302 / 351W Cast-Iron O.E.	Non-Rotator	89 lbs.	1.770"	233 lbs. @ .390"	1.438"	1.024"	1.260"	**#9733** (A)	See Lock Chart	All Flat Tappet Cams
#5796 (E)	351W Cast-Iron O.E.	Non-Rotator	89 lbs.	1.770"	233 lbs. @ .390"	1.438"	1.024"	1.260"	**#9733** (A)	See Lock Chart	All Flat Tappet Cams
#5767 (F)	E-Street Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9611**	All Performer Cams
#5825 (I)	Edelbrock Heads	Non-Rotator	128 lbs.	1.800"	338 lbs. @ .580"	1.460"	1.060"	1.130"	**#9741**	**#9611**	All Performer, RPM & Torker Cams
#5845	Performer RPM Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	**#9736**	**#9611**	All Hydraulic Roller Cams
#5768	Edelbrock #79259	Non-Rotator	145 lbs.	1.800"	345 lbs. @ .600"	(L)	(M)	1.140"	**#9707**	–	Rollin Thunder Cams
#5821	E-205 / Victor Jr. Heads	Non-Rotator	145 lbs.	1.900"	380 lbs. @ .600"	1.540"	0.760"	1.130"	**#9715**	**#9616**	–
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	490 lbs. @ .600"	1.540"	0.731"	1.170"	**#9715**	**#9616**	–
FORD 351M/400 V8 1971-1982											
#5872	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.820"	226 lbs. @ .430"	1.400"	1.000"	1.260"	**#9724**	See Lock Chart	#2172 Performer Cam
#5972	Cast-Iron O.E. Head	Rotator	80 lbs.	1.680"	226 lbs. @ .430"	1.400"	1.000"	1.120"	-	See Lock Chart	#2172 Performer Cam
FORD 351C V8											
#5792	Edelbrock #61629, #61699	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	**#9644**	**#9616**	All Flat Tappet Cleveland
FORD 390-428 FE V8 1961-1976											
#5806	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.820"	220 lbs. @ .440"	1.458"	1.062"	1.320"	**#9720**	See Lock Chart	#2106 Performer Cam
#5792	Edelbrock #60069, #60079	Non-Rotator	140 lbs.	1.885"	355 lbs. @ .580"	1.550"	1.060"	1.130"	**#9734**	**#9612**	All Performer & RPM Cams
FORD 429/460 V8 1969-1987											
#5867	Cast-Iron O.E. Head	Non-Rotator	75 lbs.	1.820"	229 lbs. @ .490"	1.390"	0.990"	1.280"	**#9724**	See Lock Chart	#2167 Performer Cam
#5767	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.830"	290 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	See Lock Chart	All Performer & RPM Cams
#5745	Edelbrock #60669, #60679, #61649	Non-Rotator	135 lbs.	1.975"	320 lbs. @ .500"	1.500"	0.805"	1.160"	**#9715**	**#9616**	All Performer & RPM Cams
Call	Edelbrock #61669	N/A	235 lbs.	1.950"	610 lbs. @ 700"	1.575"	0.830"	1.150"			
OLDSMOBILE 330-403 V8 1967-1984 & 1965-1976 400-455											
#5812	330-350-403 Cast-Iron O.E.	Non-Rotator	80 lbs.	1.670"	187 lbs. @ .400"	1.425"	1.041"	1.110"	**#9724**	See Lock Chart	#3712 Performer Cam
#5712	330-350-403 Cast-Iron	Non-Rotator	135 lbs.	1.750"	285 lbs. @ .550"	1.430"	0.760"	1.120"	**#9736**	See Lock Chart	#7112 RPM Cam
#5767	Performer RPM Head #60519	Non-Rotator	120 lbs.	1.800"	305 lbs. @ .580"	1.460"	1.060"	1.130"	**#9606***	**#9611**	All Performer & RPM Cams
#5845	Performer RPM Head #60515	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	**#9736**	**#9611**	All Hydraulic Roller Cams
PONTIAC 389-455 V8 1965-LATER											
#5857	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.590"	242 lbs. @ .470"	1.390"	0.768"	0.990"	**#9724**	See Lock Chart	#2157 Performer Cam
#5757	Cast-Iron O.E. Head	Non-Rotator	112 lbs.	1.700"	285 lbs. @ .500"	1.485"	0.830"	0.950"	(D)	See Lock Chart	All Performer & RPM Cams
#5767	#60599, #60579, #61579 #61259, #61519, #61599 Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	**#9736**	**#9611**	All Performer & RPM Cams
#5845	#60575, #60595, #61595 #61255, #61515, #61575 Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	**#9736**	**#9611**	All Hydraulic Roller Cams

VALVE SPRING FOOTNOTES

"O.E." stands for Original Equipment
(A) Use #9724 to add .100" installed height if needed
(B) In 305-350 Chevys, some '77 & later vehicles have heads #14014416 (scalloped-out appearance at bottom), use non rotator springs #5802 with stock rotators
(C) Inner spring will not clear stock valve seal; head must be machined for PC type seals
(D) Use #99953 from Crane Cams
(E) Complete spring, retainer & lock kit
(F) Fits #60859, #60879, #60979, #60989, #5023, #5025, #5089, #5073
(G) Fits #50459, #79459, #79539, #79559, #60439, #60459, #60479, #60499, #60559, &#77479
(H) Fits #60179, #60779 & #61779
(I) Fits #5028, #60229, #60259, #60329, #60359, #60379 & #60399
(J) Fits #61409, #77409 & #77459
(K) Titanium
(L) O.D. of top 1.066", O.D. of bottom 1.300"
(M) I.D. of 0.650", I.D. of bottom 0.885"
(N) Fits #5085, #60759, #60909, #60719, #60739, #60999, #60899 & #79899

**Available while supplies last*

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CAMSHAFTS

EDELBROCK CAMSHAFT KITS
PART OF THE TOTAL POWER PACKAGE

Edelbrock camshafts are matched to Edelbrock Total Power Package components for proven performance, taking the guesswork out of camshaft selection. Roller Cams are compatible with OEM or Edelbrock hydraulic roller tappets which reduce friction, virtually eliminate break-in problems, and permit higher valve velocities for increased performance. **Performer-Plus** flat tappet camshafts provide improved performance and maintain great vacuum for power accessories. **Performer RPM** hydraulic flat tappet camshafts are designed for high performance street applications while still providing great low-end torque and increased horsepower up to 6,500 rpm. Finally, our line of **Rollin' Thunder™** hydraulic roller camshafts are modern designs that provide improved horsepower and torque over flat tappet cams, plus they also offer great idle and sufficient vacuum to support power accessories.

Important Notes: *Our cam warranty will be honored only if the recommended Edelbrock Sure Seat Valve Springs are used. If a warranty problem does arise, the end flap or label from the Edelbrock Sure Seat valve spring box along with store receipt must be sent with the warranty claim. When changing your cam, it's essential to change your timing chain. We recommend Performer-Link True-Roller Timing Sets or Accu-Drive® Cam Gear Drives (see pages 130-131).*



PERFORMER-PLUS CAMSHAFT KITS

Designed for optimum torque from the low-end to the mid-range, Performer-Plus camshafts match with Performer manifolds for vehicles operating from off-idle to 5500 rpm. They are smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s. You can expect a major improvement in throttle response and torque. In the manifold section you'll find torque graphs showing the power gains from Performer manifolds and Performer-Plus cams.
All camshafts include flat tappet lifters (except for cams designed for use with stock roller lifters), assembly lube and instructions. **Select Performer-Plus camshafts for small-block Chevys are 50-state street legal.**

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Lobe Seps.	Intake Center Line	Idle Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features	Part No.
AMC								
2.8L 60° V6 🟡	204°/214°	.420"/.442"	112°	107°	16"	–	For non computer-controlled vehicles with stock heads.	#3790
290-401 V8 🟡	204°/214°	.448"/.472"	110°	105°	15"	#5832/#5932	Produces 275 ft.-lbs. when matched with #2131 intake and stock heads.	#2132
BUICK								
231-252 V6 Even Fire 🟡	204°/214°	.448"/.472"	112°	107°	15"	–	For non computer-controlled vehicles.	#5487
CHEVROLET								
2.8L 60° V6 🟡	204°/214°	.420"/.442"	112°	107°	16"	–	For non computer-controlled vehicles.	#3790
200-229 90° V6 🟡	204°/214°	.420"/.443"	112°	107°	16"	#5813/#5913	For non computer-controlled vehicles and non-roller applications.	#2112
265-400 V8 (1957-86) 🟢	204°/214°	.420"/.442"	112°	107°	14"	#5802/#5902	**50-state legal E.O. #D-215-19** for 1957-86 small-block Chevrolet. Produces 320 HP and 382 ft.-lbs. when matched with #2701 intake and #60909 heads.	#2102
305-350 V8 T.B.I. & LG-4 🟢	194°/214°	.398"/.442"	112°	107°	16"	#5802/#5902	**50-state legal E.O. #D-215-19** for 1976-95 small-block Chevrolet. Produces 245 ft.-lbs. when matched with #3701 intake and stock heads. Non-roller applications.	#3702
400 V8 🟢	214°/214°	.442"/.442"	112°	107°	15"	#5802/#5902	**50-state legal E.O. #D-215-19** for 1957-86 small-block Chevrolet. Produces 395 ft.-lbs. when matched with #2101 intake and stock heads.	#2103
283-400 V8 (1957-86) 🟡	218°/224°	.464"/.470"	114°	110°	15"	#5703	Produces 338 hp and 389 ft-lbs. of torque when matched with a Performer EPS intake manifold #2701, E-Street cylinder heads #5089 and E-Street EFI system #3664.	#2117
396-427-454 V8 🔵🟡	218°/228°	.500"/.500"	114°	109°	15"	#5862	Produces 470 ft.-lbs. when matched with #2161 intake and stock heads. Not for 1965-66 big-block Chevrolets requiring a grooved rear cam journal.	#2162
CHRYSLER								
318-340-360 V8 🟡	204°/204°	.420"/.420"	110°	106°	16"	#5877/#5977	Produces 305 ft.-lbs. when matched with #2176 intake and stock heads. Not for 1985 and later engines with roller lifters.	#2177
383-400-440 V8 🟡	204°/214°	.420"/.442"	112°	107°	14"	#5892/#5992	Produces 427 ft.-lbs. when matched with #2191 intake and stock heads. For 1968 and later. Camshaft utilizes one bolt configuration.	#2192
FORD								
289-302 V8 🔵	204°/214°	.448"/.472"	112°	107°	16"	#5822/#5922	Produces 310 HP & 260 ft.-lbs. when matched with #2121 intake and #60329 heads. Not for 1985 and later engines with roller lifters.	#2122
351W V8 🟡	204°/214°	.448"/.472"	112°	107°	15"	#5822/#5922	Produces 325 ft.-lbs. when matched with #2181 intake & stock heads.	#2182
351M-400 V8 🟡	204°/214°	.484"/.510"	112°	107°	14"	#5872/#5972	Produces 390 ft.-lbs. when matched with #2171 intake & stock heads.	#2172
352-428 V8 🟡	194°/204°	.460"/.480"	110°	105°	16"	#5806/#5906	Produces 410 ft.-lbs. when matched with #2105 intake & stock heads. Will not work in 427 side-oilers.	#2106
429/460 V8 🟡	194°/204°	.460/.480"	110°	105°	15"	#5867	Produces 455 ft.-lbs. when matched with #2166 intake and stock heads.	#2167
OLDSMOBILE								
350-403 V8 🟡	204°/214°	.449"/.473"	114°	106°	16"	#5812	Produces 330 ft.-lbs. when matched with #3711 intake and stock heads. May require longer than stock pushrods. Will not fit 1966 & earlier.	#3712
400-425-455 V8 🟡	214°/224°	.472"/.496"	112°	107°	15"	–	Produces 445 ft.-lbs. when matched with #2151 intake and stock heads. Will not fit Toronados or 1966 and earlier. Fits 1967-84 400-425-455, 39° bank angle engine.	#2152
PONTIAC								
350-455 V8 🔵🟡	204°/214°	.420"/.442"	110°	105°	15"	#5857	Produces 387 HP & 439 ft.-lbs. when matched with #2156 intake & #60599 heads.	#2157

PART NUMBERS IN RED ARE... NEW

PERFORMER RPM CAMSHAFTS

Designed for street high-performance applications, Performer RPM cams provide power from 1500 to 6500 rpm. These hydraulic lifter camshafts are dyno-matched to Performer RPM manifolds for high-rpm horsepower while still maintaining acceptable low-end torque. With 10 to 12 inches of manifold vacuum at idle, Performer RPM cams have more lift and duration than most street camshafts. In the manifold section you'll find horsepower graphs showing the power levels obtainable when the Performer RPM package is used with the right combination of Edelbrock components. **Hydraulic flat tappet lifters are included with each Performer RPM camshaft.**

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Lobe Seps.	Intake Center Line	Idle Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features	Part No.
AMC								
343-401 V8 ●	234°/244°	.520"/.544"	112°	107°	11"	–	433 HP & 489 ft.-lbs. with #7531 intake & #60119 heads. For non computer controlled vehicles.	**#7132**
CHEVROLET								
283-400 V8 (1957-1986) ●	234°/244°	.488"/.510"	112°	107°	11"	#5703	410 HP & 408 ft.-lbs. with #7501 intake & #60899 heads. Use only stock ratio rocker arms.	**#7102**
396-427-454 V8 ●●	240°/246°	.560"/.573"	112°	110°	10"	#5762	540 HP & 530 ft.-lbs. with #7163 intake & #60559 heads. Not for 1965-66 big-block Chevys requiring a grooved rear cam journal.	**#7162**
CHRYSLER								
318-340-360 V8 ●	234°/244°	.488"/.510"	112°	107°	10"	#5777	417 HP & 397 ft.-lbs. with #7176 intake & #60779 heads. Not for 1985-later engines with roller lifters. Adjustable pushrods or rocker arms required.	**#7177**
383-400-440 V8 ●	238°/246°	.480"/.495"	110°	105°	10"	#5792	469 HP & 515 ft.-lbs. with #7193 intake & #60929 heads. Adjustable pushrods or rocker arms required. For 1968-later. Camshaft utilizes one bolt configuration.	**#7194**
FORD								
289-302 V8 ●	224°/234°	.496"/.520"	112°	107°	11"	#5722	367 HP & 340 ft.-lbs. with #7121 intake & #60259 heads. Not for 1985-later engines with roller lifters. Screw-in studs, guide plates and adjustable rocker arms required.	**#7122**
351W V8 ●	224°/234°	.496"/.520"	110°	106°	11"	#5722	400 HP & 412 ft.-lbs. with #7181 intake & #60259 heads. Use only stock ratio rocker arms.	**#7182**
351C V8 ●	234°/244°	.562"/.588"	112°	107°		–	465 HP & 445 ft.-lbs. with #7564 intake & #61629 heads. Adjustable rocker arms required.	**#7168**
390-428 V8 ●	236°/236°	.572"/.572"	108°	103°	11"	#5767	418 HP & 434 ft.-lbs. with #7105 intake & #60069 heads. Will not work in 427 side-oilers.	**#7106**
429/460 V8 ●	234°/244°	.556"/.581"	108°	103°	12"	#5767	506 HP & 536 ft.-lbs. with #7166 intake & #60669 heads. Adjustable pushrods or rocker arms required.	**#7167**
OLDSMOBILE								
350-403 V8 ●	224°/234°	.496"/.520"	112°	107°	12"	#5712	397 HP & 400 ft.-lbs. with #7111 intake & stock iron heads. Adjustable pushrods or rocker arms required.	**#7112**
PONTIAC								
350-455 V8 ●●	231°/240°	.470"/.470"	113.5°	112°	10"	#5757	422 HP & 441 ft.-lbs. with #7156 intake & #60599 heads. Adjustable pushrods or rocker arms required.	**#7157**

TORKER-PLUS CAMSHAFTS

Designed to work with Torker II manifolds for performance from 2500 to 6500 rpm, these camshafts are ideal for high-performance street, drag or marine applications. Torker-Plus cams have a slightly rough idle and are not suitable for trucks or towing applications. **Hydraulic flat tappet lifters are included with each camshaft.**

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Lobe Seps.	Intake Center Line	Optional Valve Springs	Cam Features	Part No.
CHEVROLET							
283-400 V8 (1957-1986) ●	232°/234°	.488"/.488"	108°	106°	#5703	Use only stock ratio rocker arms.	**#5002**
396-427-454 V8 ●●	224°/232°	.527"/.553"	114°	109°	#5762	Not for 1965-66 big-block Chevys requiring a grooved rear cam journal.	**#5062**
FORD							
289-302 V8 ●●	214°/224°	.472"/.496"	112°	107°	#5722	Adjustable pushrods or rocker arms and screw-in studs required. Not for 1985-later engines with roller lifters.	**#5022**
PONTIAC							
350-455 V8 ●●	224°/234°	.465"/.488"	114°	109°	#5757	Adjustable pushrods or rocker arms required.	**#5057**

HYDRAULIC FLAT TAPPET LIFTER KITS

Edelbrock's Performer-Plus lifter sets are designed for use with Edelbrock Performer-Plus or equivalent camshafts. Performer RPM lifter sets are designed for use with Edelbrock Performer RPM or equivalent camshafts. Sold in complete sets. **Note: Lifters are included with Edelbrock Performer-Plus and Performer RPM camshafts.**

Performer-Plus Hydraulic Flat Tappet Lifter Kit for 4.3L Chevy (6 cylinder, set of 16).....**#9738**
Performer-Plus Hydraulic Flat Tappet Lifter Kit for S/B & B/B Chevy (265-350, 400, 396-454 V8).....**#9738**
Performer RPM Hydraulic Flat Tappet Lifter Kit for B/B Ford FE (352-428 8 cylinder, set of 16).....**#9705**

IMPORTANT APPLICATION INFORMATION

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

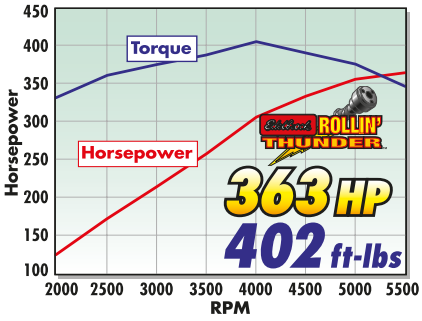
EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CAMSHAFTS

GET 37 HORSEPOWER 7 FT-LBS. OF TORQUE WITH A ROLLIN' THUNDER #2208 CAM SWAP OVER OUR #2102 FLAT TAPPET CAM



Testing on a 350 c.i.d. small-block Chevy with Edelbrock Power Package components, including E-Tec 170 cylinder heads #60975, Performer EPS Vortec intake manifold, #2716 and Performer 750cfm carburetor #1407 and Rollin' Thunder camshaft #2208 with roller lifters #97423 produced 363 HP @ 5,500 rpm and 402 ft.-lbs. of torque @ 4,000 rpm; that's an increase of 36.5 HP and 6.6 ft-lbs. of torque over a Performer-Plus hydraulic flat-tappet cam kit #2102 – with only a camshaft and lifter change!

ROLLIN' THUNDER™ HYDRAULIC ROLLER CAMSHAFTS

Edelbrock Rollin' Thunder camshafts are designed to improve horsepower and torque, produce a great sounding performance idle and provide sufficient vacuum at idle to support power accessories. Rollin' Thunder camshafts feature more aggressive lift profiles than possible with conventional flat-tappet hydraulic cams, without excessive valve overlap that can compromise low rpm drivability; reduced friction provided by roller tappets makes this combination of accelerated valve lift and reduced duration possible. Edelbrock Rollin' Thunder camshafts are performance matched to Edelbrock Total Power Package components for proven performance.



EDELBROCK ROLLIN' THUNDER CAMSHAFT FEATURES

- ***Performance – Roller camshafts produce higher lift velocity and faster valve action produces increased horsepower and torque gains***
- ***Drivability – Produces great sounding idle while providing sufficient vacuum at idle to support power accessories***
- ***Durability – The smaller surface contact area of a roller tappet and reduced friction combined with stronger camshaft material (hardened steel or iron) ensures longer camshaft life***
- ***Environmental – Can use ILSAC GF-4 oil, which lowers your engines emissions and does not require zinc or phosphate oil additives***
- ***Economy – Reduced contact friction between the lifter and camshaft increases an engines fuel economy for better mileage potential***

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Lobe Seps.	Intake Center Line	Vacuum	Optional Valve Springs	Cam Features	Part No.
CHEVROLET								
4.3L 90° V6 ●	210°/214°	.479"/.488"	112°	107°	17"	#5814	For use with OEM hydraulic roller lifters (use original lifters). Not for 1992-later 4.3L balance shaft engines. (A)	**#3714**
265-350 V8 (1957-86) ●	212°/222°	.462"/.479"	112°	107°	16"	–	This camshaft works great when matched w/ Performer EPS intake manifold #2716, Performer carb #1407, and Performer E-Tec cylinder heads #60975; this combo produces 363 HP / 405 ft.-lbs. of torque. Matching Edelbrock roller tappet lifter set #97423. (C)	**#2208**
265-350 V8 (1987-Later) ●	212°/222°	.462"/.479"	112°	107°	16"	–	This camshaft works great when matched with Pro-Flo XT EFI system #3528, and Performer RPM E-Tec cylinder heads #60975; this combo produces 408 HP / 450 ft.-lbs. of torque. (Test on a 383 c.i.d.) Uses stock hydraulic roller lifters and pushrods.	**#2209**
283-400 V8 (1957-1986) ●	234°/238°	.539"/.548"	112°	107°	12"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60975; this combo produces 435 HP / 435 ft.-lbs. of torque. (C,D,E)	**#2201**
283-400 V8 (1987-Later) Non-LT1 / Non-Gen III ●	234°/238°	.539"/.548"	112°	107°	12"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60975; this combo produces 435 HP / 435 ft.-lbs. of torque. (D,E)	**#2204**
283-400 V8 (1987-Later) ●	234°/238°	.539"/.548"	114°	110°	13"	–	This wide lobe center camshaft works great when matched with Pro-Flo XT EFI system #3528, and Performer E-Tec cylinder heads #60975; this combo produces 440 HP / 425 ft.-lbs. of torque. (D,E)	**#2205**
283-400 V8 (1957-86) Performance rating based on 383 c.i.d. S/B Chevy ●	242°/240°	.594"/.594"	112°	107°	11"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60985; this combo produces 460 HP / 460 ft.-lbs. of torque. (C,D,E)	**#2231**
283-400 V8 (1987 & Later) Performance rating based on 383 c.i.d. S/B Chevy ●	242°/240°	.594"/.594"	112°	107°	11"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVScarb #1813, and Performer RPM E-Tec cylinder heads #60985; this combo produces 460 HP / 460 ft.-lbs. of torque. (D,E)	**#2207**
Small-Block (1957-86) ●	234°/238°	.539"/.548"	114°	110°	13"	–	This wide lobe center camshaft works great when matched with Pro-Flo XT EFI system #3528 and Performer RPM E-Tec cylinder heads #60975; this combo produces 440 HP / 425 ft.-lbs. of torque. (C,D,E)	**#2210**

CONTINUED ON THE NEXT PAGE...

PART NUMBERS IN RED ARE... NEW

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Lobe Seps.	Intake Center Line	Optional Valve Vacuum Springs	Cam Features	Part No.
CHEVROLET							
LS1/LS6 (1997-04 Gen III) 🟡	220°/220°	.510"/.510"	111°	108°	12"	–	This camshaft works great when matched w/ Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 430 HP / 420 ft.-lbs. of torque. (D)	**#2215**
LS1/LS6 (1997-04 Gen III) 🟡	230°/237°	.540"/.540"	110°	106°	10"	–	This camshaft works great when matched with Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 460 HP / 424 ft.-lbs. of torque. (D)	**#2216**
LS1/LS6 (1997-04 Gen III) 🟡	207°/220°	.573"/.580"	118°	119.5°	16"	–	This camshaft works great when matched with E-CNC 215 cylinder heads #79949; this combo produces 494 HP / 439 ft.-lbs. of torque. (D,F)	**#2218**
LS1/LS6 (1997-04 Gen III) 🔴🟡	230°/243°	.631"/.631"	114°	113°	14"	–	This camshaft works great when matched with E-CNC 215 cylinder heads #79949; this combo produces 536 HP / 457 ft.-lbs. of torque. (D,F)	**#2219**
LT1 (1992-97) 🟡	218°/218°	.525"/.525"	112°	112°	15"	–	This camshaft works great when matched w/ RPM Air-Gap intake manifold #7109 and RPM LT4 cylinder heads #61939; this combo produces 430 HP / 420 ft.-lbs. of torque. Can also be used with standard or automatic transmission. (D) Reflash of your ECU is required.	**#2108**
348/409 "W-series" (1961-65) 🔵	230°/234°	.616"/.628"	112°	107°	10"	–	This camshaft works great when matched with Performer RPM intake manifold #7159, Performer carb #1412, and Performer RPM cylinder heads #60815; this combo produces 451 HP / 470 ft.-lbs. of torque. Matching Edelbrock roller tappet lifter set #97423. (D)	**#2268**
396-502 V8 🔵🟡 (1967-95 Mark IV & Gen V)	236°/245°	.625"/.639"	112°	109°	10	–	This camshaft works great when matched with Victor Jr. intake manifold #2902 and Victor Jr. 24° cylinder heads #77485; this combo produces 611 HP / 573 ft.-lbs. of torque (Tested on a GM ZZ-502 shortblock). Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D,E)	**#2261**
454-502 V8 🟡 (1996-Later Gen VI)	236°/245°	.625"/.639"	112°	109°	10	–	This camshaft works great when matched with Victor Jr. intake manifold #2902 and Victor Jr. 24° cylinder heads #77485; this combo produces 611 HP / 573 ft.-lbs. of torque (Tested on a GM ZZ-502 shortblock). Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D,E)	**#2262**
500+ 🔵🟡 (1967-95 Mark IV & Gen V)	248°/256°	.632"/.648"	112°	109.5°	11"	–	This camshaft works great when matched with Victor Jr. intake manifold #2902 and E-CNC cylinder heads #79555; this combo produces 676 HP / 649 ft.-lbs. of torque. Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D)	**#2263**
500+ (1996-Later Gen VI) 🟡	248°/256°	.632"/.648"	112°	–	10"	–	This camshaft works great when matched with Pro-Flo XT EFI system #3558 and E-CNC cylinder heads #79555; this combo produces 723 HP / 652 ft.-lbs. of torque. (D)	**#2264**
CHRYSLER							
383-400-440 V8 🟡	240°/248°	.540"/.545"	112°	107°	10"	–	This camshaft works great when matched with Pro-Flo XT EFI system #3544 and Performer RPM cylinder heads #60925; this combo produces 517 HP / 523 ft.-lbs. of torque. Matching Edelbrock roller tappet lifter set #97483. Must use included bronze distributor gear, failure to use included gear could result in engine failure. Camshaft utilizes three bolt configuration. (D)	**#2206**
426-572 HEMI V8 🟡	262°/266°	.628"/.608"	114°	109°		–	This camshaft works great when matched with our Dual-Quad intake manifold #7524 and Victor Jr. cylinder heads #61175; this combo produces 705 HP / 623 ft.-lbs. of torque on a 528 c.i.d. engine. Camshaft utilizes three bolt configuration. (D)	**#2212**
FORD							
289-302 V8 🔵🟡	227°/234°	.520"/.520"	112°	107°	12"	–	This camshaft works great when matched with Pro-Flo 2 system #35210 and Performer RPM cylinder heads #60255; this combo produces 384 HP / 347 ft.-lbs. of torque. (D,E)	**#2221**
351W V8 🟡	235°/238°	.573"/.582"	112°	107°	10"	–	This camshaft works great when matched with RPM Air-Gap Dual Quad #75354 and Performer RPM cylinder heads #60255; this combo produces 449 HP / 413 ft.-lbs. of torque (D,F).	**#2281**
5.0L V8 🟢	220°/220°	.498"/.498"	110°	110°	13"	–	This camshaft works great when matched with Performer intake manifold #3821 and Performer cylinder heads #60379; this combo produces 300 HP / 325 ft.-lbs. of torque. May use original hydraulic roller lifters. For mass-air engines only. (D) **50-State Legal E.O. #D-215-14.**	**#3722**



Important Footnotes

(A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713.

(B) Complete Valve Spring Kits available from Edelbrock (see pages 123-124).

(C) Must be used with a Thrust Button.
(D) Use with high stall torque converter only.
(E) Use only stock ratio rocker arms.
(F) Will not work with stock valve springs.

Important Application Information

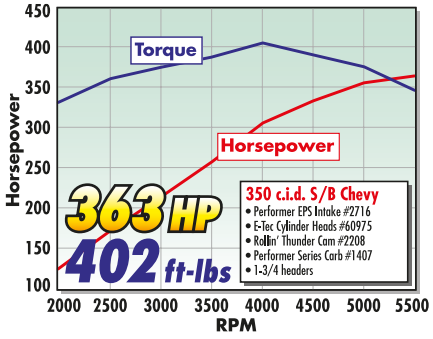
Rollin' Thunder Hydraulic Roller cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, high-performance adjustable rocker arms, screw-in studs and at least 9.5:1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

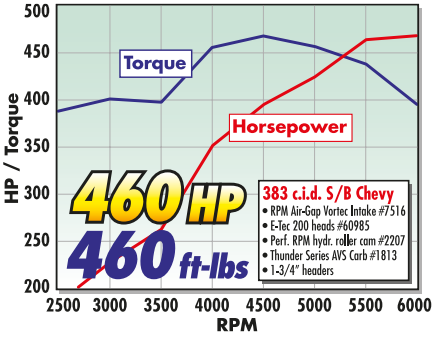
EMISSIONS GUIDE

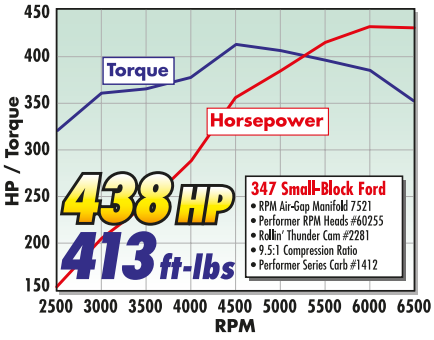
🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

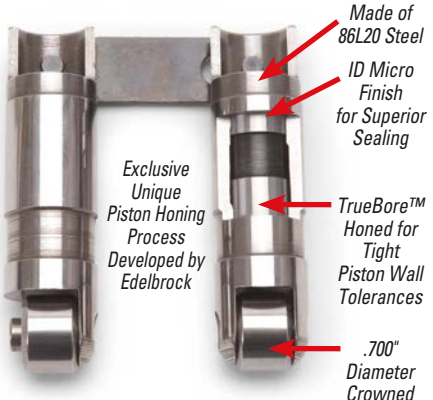
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

LIFTER KITS



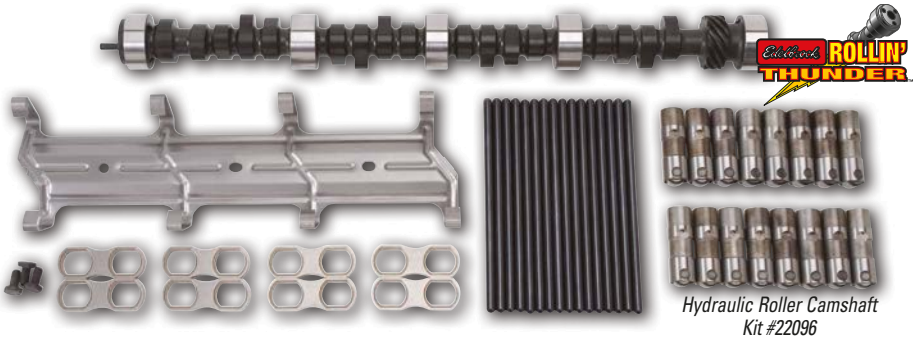






Cutaway of Hydraulic Roller Lifter

Edelbrock core products are manufactured in the USA for unsurpassed quality.



Hydraulic Roller Camshaft Kit #22096

HYDRAULIC ROLLER CAMSHAFT KITS

These complete cam kits include an Edelbrock Rollin' Thunder™ hydraulic roller camshaft, Edelbrock improved hydraulic roller lifters and pushrods that are dyno-matched for a trouble-free installation. Each kit includes an Edelbrock Rollin' Thunder Hydraulic Camshaft, hydraulic roller lifters, lifter guides, hold-down spider (only on 1987-later applications) and pushrods. These kits can produce great performance gains when matched with the rest of the Edelbrock Total Power Package. **See pages 127-128 for detailed camshaft specifications.**

- ***Complete kit gives you everything you need to upgrade your camshaft***
- ***Rollin' Thunder hydraulic roller cams feature more aggressive profiles than conventional cams without excessive valve overlap***
- ***Virtually eliminate break-in problems – no special break-in required over flat tappet cams***
- ***Higher lift velocity and faster valve action produces superior horsepower and torque***
- ***Get more horsepower and torque without sacrificing idle quality and manifold vacuum***
- ***Reduced friction improves fuel economy***

For S/B Chevy (1957-86) includes Rollin' Thunder Hydraulic Roller cam #2208 ● ..... **#22085**
For S/B Chevy (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2209 ● ..... **#22096**
For S/B Chevy (1957-86) includes Rollin' Thunder Hydraulic Roller cam #2201 ● ..... **#22015**
For S/B Chevy (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2204 ● ..... **#22046**
For S/B Chevy 383 (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2207 ● ..... **#22076**
For S/B Ford 351W (1969-93) includes Rollin' Thunder Hydraulic Roller cam #2281 ● ..... **#22815**

HYDRAULIC ROLLER LIFTER KITS

Edelbrock's high performance hydraulic roller lifters for small-block Chevy, "W-series" Chevy, big-block Chevy, small-block, big-block Chrysler, small-block Ford and FE Ford are the perfect match for street and high performance applications. With unsurpassed tolerance capable of high rpm power, these precision self-aligning retro-fit hydraulic roller lifters are designed **for use in early model non-roller engine blocks originally equipped with conventional lifters. Sold in complete sets of 16.**

- ***Allows the use of a modern roller camshaft in non-roller cam blocks***
- ***Lifters are made from 86L20 steel and the case is heat-treated to 50-52c hardness to a depth of .010" - .015"***
- ***Each lifter is tested and assembled to high quality standards***
- ***Lifters are tied together for precision alignment***
- ***Tight ID tolerances allow for better control at higher RPM***
- ***Outside finish has a R.E.M. micro finish at 2 RMA***
- ***Lifters are designed for easy drop in replacement without block modifications***
- ***Highest quality lifters at a competitive price***



Hydraulic Roller Lifter Kit #97433 for big-block Chevy

S/B Chevy (1986 & earlier) **and 348/409 "W-series" Chevys** ..... **#97423**
B/B Chevy (1990 & earlier Mark IV) ..... **#97433**
S/B Chrysler (318-340-360) ..... **#97413**
B/B Chrysler (383-400-440) ..... **#97483**
S/B Ford (289/302 1962-87, 351W 1969-93) ..... **#97453**
B/B Ford FE (390-428) ..... **#97393**

Important Note: *Hydraulic Roller Lifter kits #97423 and #97433 will require shorter than stock pushrods.*
See page 120 for a complete listing of Edelbrock hardened steel pushrod sets.

PART NUMBERS IN RED ARE... NEW

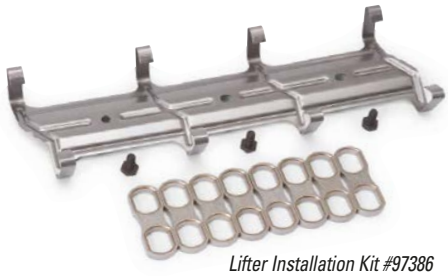


Original Equipment Style Hydraulic Roller Lifters #97384

HYDRAULIC ROLLER LIFTERS
FOR 1987-LATER SMALL-BLOCK CHEVY

Edelbrock's high performance hydraulic roller lifters for 1987 and later small-block Chevys are the perfect match for Edelbrock Rollin' Thunder hydraulic roller cams. They are a drop-in replacement for 1987 and later blocks that accept factory roller camshafts. These precision hydraulic roller lifters feature tight ID tolerances that allow for better control at higher RPM and a micro finish OD for reduced friction.

For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft (Qty. 16).....**#97384**
For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft (Qty. 1) .....**#97385**

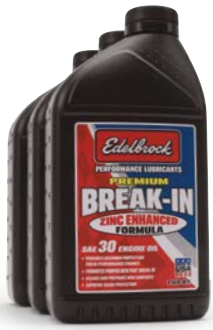


Lifter Installation Kit #97386

LIFTER INSTALLATION KIT

This kit provides the necessary components to install replacement hydraulic roller lifters in a 1987 and later S/B Chevrolet and 1996 and later B/B Chevrolet. Includes original-spec lifter guides and hold down spider.

For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft.....**#97386**
For B/B Chevy (1996 & Later Gen VI) – Originally Equipped with Hydraulic Roller Camshaft.....**#97387**



Premium Break-In Oil #1070



Zinc Additive #1074

HIGH PERFORMANCE BREAK-IN OIL

A unique blend of hydro-processed petroleum base stocks and additives is ideal for preparing metal surfaces in new and rebuilt engines. The high zinc content ensures proper separation of all critical mating surfaces, giving camshafts and valvetrain components a protective layer of hydrodynamic film during the crucial break-in process. The first startup of any engine is critical to its performance; this formula provides the correct amount of cleaning agents vital to newly machined parts.

Premium SAE 30 Break-In Oil (Single 1 qt.).....**#1070**
Premium SAE 30 Break-In Oil (Case 12 qts.).....**#1080**

HIGH PERFORMANCE ZINC ADDITIVE

Edelbrock's High Performance Zinc Additive is designed for hot rods, sports cars, muscle cars and exotics. With a special formula of zinc, phosphorous and moly, it's the ideal chemistry to add wear protection to any motor oil. Because it won't rub, scrape or wear off, it is perfect for cold starts and infrequently driven vehicles. Also extends engine life and increases mileage and horsepower. One bottle treats up to 6 quarts/liters of oil.

High Performance Zinc Additive (Single 1 qt.).....**#1074**
High Performance Zinc Additive (Case 12 qts.).....**#1084**



Engine Assembly Lube #1075

ENGINE ASSEMBLY LUBE

Torco Engine Assembly Lube is favored by professional mechanics for assembling pistons, camshafts and valvetrain components. Engine Assembly Lube is a high viscosity oil soluble lubricant which contains a concentrate of anti-wear and anti-friction chemistries featuring the highest degree of protection.

Torco Engine Assembly Lube (Single 1 oz. Tube).....**#1075**



#7890



#7891



#7892



#7895

ACCU-DRIVE® CAMSHAFT GEAR DRIVES

The Accu-Drive camshaft gear drive kit replaces a stock timing chain with a precision gear drive system utilizing a compound gear drive train. The gear drive can be easily installed. Just replace the stock crank and camshaft sprockets with Accu-Drive gears and slip in the idler assembly. Most Accu-Drives require no modifications to the engine block, although some fitting of the axles and front cover may be required.

The Accu-Drive gear drive system transmits power from the crankshaft gear to a full floating main idler which drives the camshaft gear. A unique feature of the Edelbrock Accu-Drive system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears, assuring absolutely equal load sharing between the crankshaft and the camshaft gears. The gears are made from billet SAE-1144 steel with induction hardened teeth. Gear teeth are shaved for precision operation. The set features hardened and ground idler pins from billet steel and are compatible with all standard camshafts.

- ***Accurate timing control… No chain to stretch***
- ***Provides multiple cam timing adjustments for optimum performance***
- ***Smooth cam rotation for precise valve timing***

Chevy 262-400 V8 (1957-95) 🔴🟡.....**#7890**
Chevy 396-454 V8 (1965-90) 🔴🟡.....**#7891**
Ford 289-302 V8 (1962-85)**, 351-Windsor** (1969-96)
Ford 5.0L (1985-95 hydraulic roller lifter cams) 🔴🔵.....**#7892**
Pontiac 326-455 V8 (1955-82) 🔴🟡.....**#7895**

Important Note: *Accu-Drive Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors. #7890 - On some late-model engine blocks, it will be necessary to check clearance behind cam gear at the engine block at the 12 o'clock position. Make sure gear clears oil galley bosses on block when in the most rearward position. Grind or machine block for clearance. Clean block before assembling. Not applicable to stock Chevy hydraulic roller-lifter cam-equipped engines. #7892 - On 1962-64 vehicles, discard original spacer & thrust plate. Use Ford thrust plate #C9OZ-6269-A. On 1965-72-1/2 vehicles, discard original 2-piece eccentric. Use 1-piece eccentric Ford #C3AZ-6287-B.*

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

TIMING CHAINS


#7807


#7808

PERFORMER-LINK TIMING CHAIN SETS

TRUE-ROLLER TIMING CHAIN SETS

Performer-Link timing chain sets are for use with Edelbrock or stock cams. They have a solid-bushing chain for a true bearing surface that rolls with the sprockets, eliminating chain stretch. Cam sprockets are made from 35,000 psi tensile strength cast iron. Crank sprockets are made from billet SAE-1144 steel and induction heat treated. All sets have three keyway setting points to ensure accurate timing selection for early or late-model vehicles, except for #7802, #7809 & #7814 which have single keyway sprockets and are not adjustable. Performer-Link timing sets are not for use above 6500 rpm.

Application	Year	Emission Code	Footnotes	Part No.
AMC				
V8 290, 304, 343, 360, 390, 401	1967-91	●	–	#7818
BUICK, OLDS, PONTIAC V6 & 215 V8				
V8 215	1961-63	●●	–	#7828
V6 198, 225, 231 w/o integral distributor drive	1962-77	●●	–	#7828
V6 183, 196, 231, Turbo, 252 w/ integral distributor drive	1977-88	●●	–	#7829
BUICK				
V8 400-430-455	Late 1967-76	●	–	#7840
CHEVROLET				
V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	●●	A	#7800
V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	●●	A,C	#7802
V6 (90°) 262 (4.3L)	1987-95	●●	B	#7801
V8 262, 265, 267, 283, 302, 305, 307, 327, 350, 400	1955-95	●●	A	#7800
V8 305, 350	1987-95	●●	B	#7801
V8 262-400	1955-95	●	A,C	#7802
V8 348/409 "W-Series"	1958-65	●●	–	#7807
V8 366, 396, 402, 427, 454	1965-95	●	C	#7809
V8 366, 396, 402, 427, 454	1965-95	●●	–	#7810
Gen VI 454, 502	1996-Later	●●	–	#7816

Application	Year	Emission Code	Footnotes	Part No.
CHRYSLER				
V6 238 (3.9L)	1987-90	●●	–	#7803
V8 270, 273, 315, 318, 325, 326, 331, 340, 354, 360, 392	1956-90	●●	A	#7803
V8 361, 383, 400, 426, 440 (1 bolt)	1955-80	●●	–	#7804
V8 361, 383, 400, 426, 440 (3 bolt)	1955-80	●●	–	#7805
FORD				
V8 221, 260, 289, 302, 351W (from 3-21-84)	1984-95	●●	–	#7811
V8 221, 260, 289, 302, 351W (from 3-21-84)	1984-95	●	C	#7814
V8 255, 289, 302, 302 Boss, 351W (to 3-21-84)	1962-84	●●	–	#7820
V8 332, 352, 360, 390, 406, 410, 427, 428	1963-76	●●	–	#7808
V8 351C, 351M/400	1969-82	●●	–	#7821
V8 429/460	1968-87	●●	–	#7830
OLDSMOBILE				
V8 260, 307, 330, 350R, 400, 403, 425, 455	1965-90	●●	–	#7813
PONTIAC				
V8 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1955-82	●●	–	#7812

Installation Notes: *#7811: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7814: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7820: For 221, 255, 260, 289 standard, Boss 302, High Output 351W, and standard High Output engines originally equipped with one-piece fuel pump eccentric.*

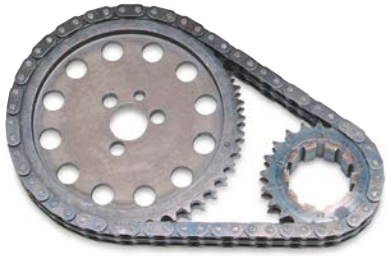

Timing Chain Set #7338

RPM-LINK TIMING CHAIN SETS

ADJUSTABLE TRUE-ROLLER TIMING CHAIN SETS

Now, you can dial-in your camshaft with ease with our RPM-Link Roller Timing Chain Set. These sets bolt onto your engine just like any other timing chain set, so there's no machining required and no need for special offset bushings for installation. Made from induction hardened billet steel, it allows for a quick cam timing adjustment to plus or minus six degrees without removal from the engine.

Application	Emissions Code	Footnotes	Part No.
Chevy 262-400 V8 (1955-95)	●●●	A	#7331
Chevy 5.0L, 5.7L V8 (1987-95)	●●	B	#7332*
Chevy LS1, LS2 & LS6 (1997-06)	●●	–	#7343
Chevy LS3 (2005-Later)	●●	–	#7338
Chevy LS7 (2005-Later)	●●	–	#7344*
Chevy 396-454 V8 (1965-95)	●●●	A	#7334*
Ford 221-351W V8 (1962-84)	●●●	–	#7335*


Victor-Link Timing Chain Set #7880

VICTOR-LINK TIMING CHAIN SET

FOR HIGH-PERFORMANCE & COMPETITION

This timing chain and gear set is designed for high-performance street and competition small-block Chevys operating in the 6500-8500 rpm range. #7880 withstands a higher operating range than other timing chains due to the machined link holes and high-strength steel. In addition, the chain links and pins are cold-hardened for greater strength and durability. Nine keyway setting points ensure precise timing selection. Gears are machined from SAE-1144 stress proof steel, have a larger tooth contact area and are induction hardened.

Victor-Link Timing Chain for S/B Chevys (1955-86) ● ..... **#7880**

(A) Not applicable to OEM Chevrolet and Chrysler hydraulic roller-lifter camshaft equipped engines.
(B) For OEM hydraulic roller lifter cams only.
(C) Street legal timing chain sets include a heavy duty double roller chain, not a True Roller chain.
** Available while supplies last*

PART NUMBERS IN RED ARE... NEW

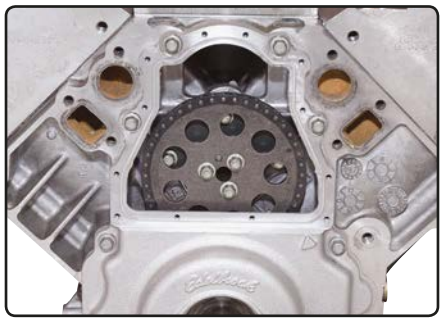


Two-Piece Timing Cover for LS1 & Early Model Trucks #4254

TWO-PIECE ALUMINUM TIMING COVERS
FOR GM GEN III & IV LS SERIES ENGINES

These two-piece aluminum front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components. The cam can be installed and removed through a window in the front of the cover which is sealed with a plate and o-ring for superior leak prevention.
Not for use with a double roller timing chain.

With Rear Mounted Cam Sensor (LS1 and early model trucks).....**#4254**
With Front Mounted Cam Sensor w/hole (LS2 and later model trucks).....**#4255**



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 #4860 for Small-Block Chevy

CHROME TIMING COVER
FOR S/B CHEVY WITH WELDED REINFORCEMENT PLATE

This stamped steel timing cover for small-block Chevrolet has a reinforcement plate welded to the inside of the cover for added strength. This timing cover is ideal for preventing camshaft walk when used with a thrust button. Includes front crankshaft seal and features a bright chrome finish.

S/B Chevy Chrome Timing Cover (with Welded Reinforcement Plate).....**#4860**



Two-Piece Timing Cover #4242 for Small-Block Chevy

ALUMINUM FRONT COVERS
TWO-PIECE FOR SMALL-BLOCK CHEVY

This die-stamped two-piece front cover for small-block Chevys is made from .090" aluminum for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Includes all necessary gaskets, bolts and seals.
Will not fit 1987 and later engines. Note: If cam button is desired, a nylon cam button must be used.

Small-Block Chevrolet (may require modification to cover axle pin on gear drive).....**#4242**
Replacement Gasket Kit.....**#4243**

Important Note: *#4242 will fit with Edelbrock short water pump.*



Timing Cover #4240 for Small-Block Chevy

ALUMINUM TIMING COVERS
FOR SMALL- AND BIG-BLOCK CHEVY

Our die-cast polished timing covers for Chevrolet come with pan seal, allen head bolts, gaskets, washers, and timing marker. #4240 won't fit 1987 & later; #4241 won't fit 1991 and later big-block Gen V & VI engines.

Small-Block Chevrolet.....**#4240**
Big-Block Chevrolet.....**#4241**

Important Note: *#4240 will fit with Edelbrock short water pumps. Compatible with short thrust buttons (.640") and timing marker included. Not for use with #7890.*



Timing Cover #4250 for Small-Block Ford

FOR SMALL-BLOCK FORD

These die-cast aluminum timing covers for Ford are stock replacement parts for early and late model EFI 5.0L and 351W engines. Includes gaskets and crankshaft seal. Both are compatible with stock or Edelbrock Victor Series aluminum water pumps.

1965-78 289 (non K-code) **& 302, 1969-87 351W**.....**#4250**
1986-93 5.0L and 1988 & later 351W with reverse rotation water pump.....**#4251**

Important Note: *#4250 will not fit with high volume oil pumps.*



Timing Cover #4265 for Pontiac

FOR PONTIAC

This die-cast aluminum timing cover for Pontiac comes with pan seal, gaskets and timing marker. Designed to fit 1969-79 350-455 c.i.d. Pontiac engines. Compatible with stock or Edelbrock Victor Series aluminum water pump #8856.

Pontiac Timing Cover.....**#4265**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

POWER PACKAGE GUIDE



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 187.



Check our Crate Engine Section (pages 183-194) and Power Package Kits Section (pages 131-137) for the whole package in one box!

THE EDELBROCK TOTAL POWER PACKAGE® SYSTEM

DELIVERING SEAT-OF-THE-PANTS PROVEN PERFORMANCE WITH NO GUESSWORK

To get great performance out of any engine, the components must work together. Since the early 1980's, the Edelbrock Total Power Package System has solved the parts matching puzzle for many street performance enthusiasts. Intake manifolds, camshaft kits, cylinder heads and carburetors are the core of the Power Package and **can be purchased one piece at a time or in a single box with our popular Top End Kits** on pages 135-137.

E-STREET® PACKAGES

AFFORDABLE PERFORMANCE FROM IDLE TO 5500 RPM

E-Street Power Packages are designed to deliver entry-level street performance and great driveability from idle to 5500 rpm. These packages use Performer intake manifolds and camshafts, but feature our E-Street cylinder heads. **E-Street heads are designed for high performance street applications with hydraulic flat tappet camshafts** and feature larger than stock intake and exhaust ports to improve engine efficiency.

PERFORMER® PACKAGES

POWER FROM IDLE TO 5500 RPM

An Edelbrock Performer Power Package is designed to greatly increase performance and driveability in the low- to mid-rpm range. Your stock engine will be more efficient, with the potential for increased mileage. For late-model fuel injected vehicles, Performer intake manifolds offer performance improvements with stock/OEM equipment compatibility.

PERFORMER RPM® PACKAGES

POWER FROM 1500 TO 6500 RPM

The Performer RPM Power Package has a broad operating range for streetable performance and high-end horsepower. The dual-plane, 180° design of the Performer RPM intake works with an Edelbrock carburetor for great throttle response and power up to 6500 rpm. Our RPM Air-Gap manifolds have a unique air-gap design for a cooler, denser intake charge and more power. The Performer RPM cam has more lift and duration than most street cams with acceptable low-end torque while maintaining 10"-12" Hg @ idle. Performer RPM Power Packages also help make your engine more efficient, with the potential for increased mileage. Performer RPM heads are matched to the intake & available assembled with top-quality valvetrain parts for maximum bolt-on power. **All Performer RPM heads are now available with spring packages for hydraulic flat tappet and hydraulic roller applications.** Ideal for high-performance street and weekend events, Performer RPM packages are for non-emission engines only. Because of the high rpm (above 5500) capabilities of this package, a high-volume oil pump, adjustable rocker arms and high-performance pistons with 9.5:1 compression are recommended.

PERFORMER & E-STREET POWER PACKAGES – IDLE TO 5500 RPM

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs For Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
AMC									
343-401 V8 1970-91	#2131, #3731	500-650 cfm	#60139	#2132	#7818	–	#5792	#5832, #5932	(F)
BUICK									
400-455 V8 1967-76	#2146	650-800 cfm	#60049	–	#7840	–	#5792	#5792	–
CHEVROLET									
262-400 V8 1957-86	#2101, #2601, #2701	600-650 cfm (D)	#60759	#2102, #2103	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
262-400 V8 1957-86 non-EGR (E-Street)	#2701	600-650 cfm (D)	#5073, #5089	#2102, #2103	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
283-400 V8 w/Vortec or E-Tec 1957-99	#2116, #2716	600-650 cfm (D)	#60979	#2102, #2103	#7331, #7800, #7802	#7890	#5767	–	–
305-400 V8 1987-95 non-EGR (A)	#2104, #2604	600-650 cfm (A,D)	#60859	#2102, #2103	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
262-400 V8 1973-86 EGR (not H.O. or T.P.I.)	#3701	600-650 cfm (D)	#60759	#2102, #2103	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
305 V8 EGR LG4/L69 1978-86	#3701	–	#60759	#3702	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
262-400 V8 EGR 1987-95	#3706	–	#60859	#2102, #2103 (D)	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
305, 350 V8 T.B.I. 1987-95	#3704	–	#60859	#3702 (A)	#7331, #7800, #7802	–	#5767	#5802, #5902	#5894
396-427-454 V8 1965-90	#2161, #3761	600-800 cfm (D)	#60479	#2162 (A)	#7334, #7809, #7810	#7891	#5745	#5862	#5895
396-502 V8 1965-90 non-EGR (E-Street)	#2161	600-800 cfm (D)	#50459	#2162 (A)	#7334, #7809, #7810	#7891	#5745	#5862	#5895
454 V8 T.B.I. 1987-95 (Mk IV) (Gen V)	#3764	–	#60499	–	#7334, #7809, #7810	–	#5745	#5862	#5895
CHRYSLER									
318-360 V8 1964-91	#2176, #3776	600-650 cfm (D)	–	#2177 (A)	#7803	–	–	#5877, #5977	(F)
361-383-400 V8 1959-79	#2186	600-800 cfm	–	#2192 (A)	#7804	–	–	#5892, #5992	(F)
413-440 V8 1959-79 (E-Street)	#2191	750-800 cfm	#5093	#2192 (A)	#7804	–	#5792	#5892, #5992	(F)
413-440 V8 1959-79	#2191	750-800 cfm	–	#2192 (A)	#7804	–	–	#5892, #5992	(F)

CONTINUED ON THE NEXT PAGE...

PART NUMBERS IN RED ARE... NEW

PERFORMER & E-STREET POWER PACKAGES – IDLE TO 5500 RPM (CONTINUED)

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs for Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
FORD									
289-302 V8 Early Models 1965-95	#2121	500-650 cfm (D)	#60329, #60359	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5825	#5822, #5922	#5896
289-302 V8 non-EGR (E-Street)	#2121	500-650 cfm (D)	#5023, #5025	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5767	#5822, #5922	#5896
289-302 V8 EGR except EFI 1973-85	#3721, #3723	–	#60329, #60359	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5825	#5822, #5922	#5896
5.0L V8 EFI 1986-95 Mustang GT/LX	#3821	70mm (B)	#60379, #60399	#3722	#7811, #7814	#7892	#5825	#5822	(F)
5.0L V8 EFI 1987-95 trucks	#3841	–	#60379, #60399	–	#7811, #7814	#7892	#5825	#5822	(F)
5.8L V8 EFI 1988-95 trucks	#3881	–	#60379, #60399	–	#7811, #7814	#7892	#5825	#5822	(F)
351W V8 1969-95	#2181	600-650 cfm (D)	#60329, #60359	#2182	#7335, #7811, #7814, #7820	#7892	#5825	#5882, #5982	(F)
351W V8 non-EGR (E-Street)	#2181	600-650 cfm (D)	#5023, #5025	#2182 (A)	#7335, #7811, #7814, #7820	#7892	#5767	#5822, #5922	#5896
351W V8 EGR except EFI 1973-95	#3781, #3783	–	#60329, #60359	#2182 (A)	#7811, #7814	#7892	#5825	#5882, #5982	(F)
351M-400 V8 1971-82	#2171, #3771	600-650 cfm	–	#2172	#7821	–	–	#5872, #5972	(F)
352-360-390-427-428 V8 1958-76	#2105	600-800 cfm	–	#2106 (A)	#7808	–	–	#5806, #5906	(F)
429/460 V8 1968-87 except EFI	#2166, #3766	650-800 cfm	–	#2167 (A)	#7830	#7894	–	#5867	(F)
OLDSMOBILE									
330-350-403 V8, 1964-85	#2711, #3711	500-650 cfm (D)	–	#3712 (A)	#7813	–	–	#5812	(F)
400-425-455 V8, 1967-76	#2151	750-800 cfm (D)	–	#2152	#7813	–	–	–	(F)
PONTIAC									
350-455 V8 1965-79	#2156	600-800 cfm	#60579, #61579, #61599	#2157 (A)	#7812	#7895	#5767	#5857	(F)

PERFORMER RPM POWER PACKAGES – 1500 TO 6500 RPM

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs for Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
AMC									
343-401 V8 1968-91	#7530, #7531	650-800 cfm	#60119	#7132	#7818	–	#5792	–	–
CHEVROLET									
283-400 V8 (A) 1957-86	#7101, #7501	650-800 cfm	#60719,# 60739, #60899	#7102, #2201 (G)	#7800, #7331	#7890	#5825	#5703	#5794
283-400 V8 w/Vortec or E-Tec '57-99	#7116, #7516	650-800 cfm	#60979, #60989	#7102, #2201 (G), #2204 (G)	#7800, #7801, #7331	#7890	#5767	–	–
350 LT1	#7107	–	#61905	#2108, #97384	–	–	#5767	#5767 (H)	–
350 LT4	#7109	–	–	#2108, #97384	–	–	–	–	–
LM/LS Series 4.8, 5.3, 5.7, 6.0L 1998-02	#7118	650-800 cfm	#79949	#2215 (G), #2216 (G)	–	–	–	–	–
396-454 V8 (oval-port) 1965-90	#7161, #7561	650-800 cfm	#60459, #79459	#7162, #2261 (G)	#7810, #7334	#7891	#5745	#5762	#5795
396-454 V8 (rect.-port) 1965-90	#7163, #7562	650-800 cfm	#60559, #79559	#7162, #2261 (G)	#7810, #7334	#7891	#5745	#5762	#5795
ZZ-502 V8 Gen V & Gen VI	#2902	800 cfm	#79555	#2262 (G)	#7816	–	#5823	#5745	–
CHRYSLER									
340-360 V8 1964-91	#7176, #7576	650-800 cfm	#60779	#7177	#7803	–	#5767	#5777	(F)
383-400 V8 1959-79	#7186	750-800 cfm	#60929	#7194	#7804	–	#5792	#5792	(F)
413-426-440 V8 1959-79	#7193	750-800 cfm	#60929	#7194	#7804	–	#5792	#5792	(F)
FORD									
289-302 V8 1965-95	#7121, #7521	600-800 cfm	#79259, #60229, #60259	#7122, #2221 (G)	#7811, #7820, #7335	#7892	#5825	#5722	#5796
302 E-Boss	#7129	600-800 cfm	#61699	#2281 (G)	#7820	#7892	#5792	–	–
5.0L 1986-95	#7123	70mm (B)	#60399	–	#7811	#7892	#5825	#5722	(F)
351W V8 1969-95	#7181, #7581	650-800 cfm	#79259, #60229, #60259	#7182, #2281 (G)	#7811, #7820, #7335	#7892	#5825	#5722	(F)
351 Clevor (Cleveland heads on 351W block)	#7183	650-800 cfm	#61695	#2281 (G), #97453	#7820	#7892	#5792	–	–
351C	#7564	650-800 cfm	#61629	#7168	#7821	–	#5792	–	–
390-428 FE 1958-76	#7105	650-800 cfm	#60069	#7106	#7808	–	#5792	#5767	(F)
429/460 V8 1968-87	#7166, #7566	750-800 cfm	#60669, #60679	#7167	#7830	–	#5745	#5767	(F)
OLDSMOBILE									
350-403 V8 1964-85	#7111	600-800 cfm	#60519 (A)	#7112	#7813	–	#5767	#5712	(F)
PONTIAC									
350-455 V8 1965-79	#7156	600-800 cfm	#60579, #60599	#7157	#7812	#7895	#5767	#5757	(F)

Important Footnotes

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

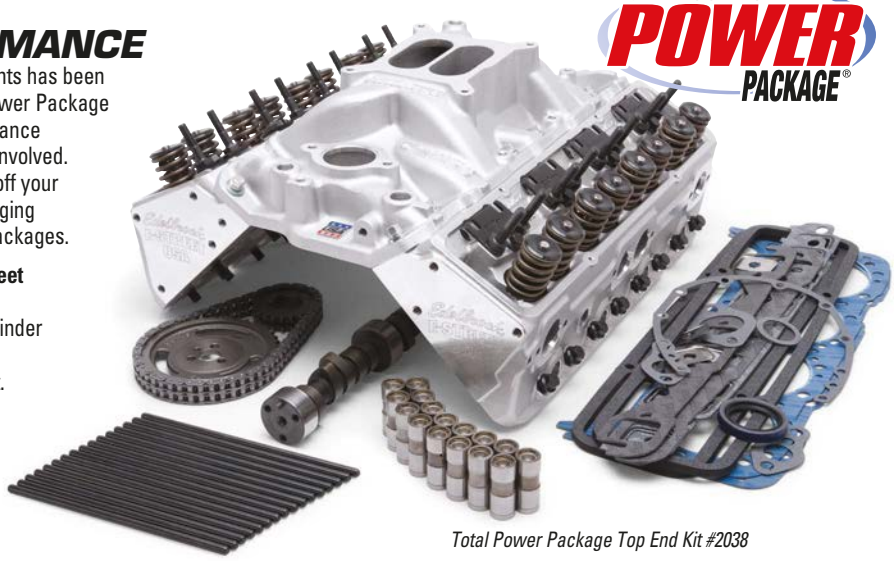
POWER PACKAGE TOP END KITS

ALL-IN-ONE-BOX PERFORMANCE

The Edelbrock concept of selling dyno-matched components has been popular since 1987. However, with the introduction our Power Package Top End Kits, now you can get the best Edelbrock performance in-one-box, under one part number with "no guesswork" involved. These kits give you just about everything you need to top off your engine and are available in four levels of performance ranging from entry-level E-Street packages to street/strip Victor packages.

E-STREET TOP END KITS deliver entry-level affordable street performance and great driveability from idle to 5,500 rpm. They include a Performer/EPS intake manifold, E-Street cylinder heads, Performer hydraulic flat tappet camshaft, pushrods, timing chain, complete bolt kit and an Edelbrock gasket set.

PERFORMER TOP END KITS improve the performance and drivability in the low to mid rpm range. These kits include Performer/EPS intake manifolds, Performer cylinder heads, pushrods and Performer-Plus camshafts. They are intended to make your engine more efficient, with the potential for increased mileage.



Total Power Package Top End Kit #2038

PERFORMER RPM TOP END KITS deliver improved performance in street applications in the 1,500 to 6,500 rpm range. They include Performer RPM or RPM Air-Gap intake manifold, Performer RPM cylinder heads, hydraulic cam and lifters, timing chain (in most cases), complete bolt kits and an Edelbrock gasket set. **Select RPM Top End Kits are available with EnduraShine finish.**

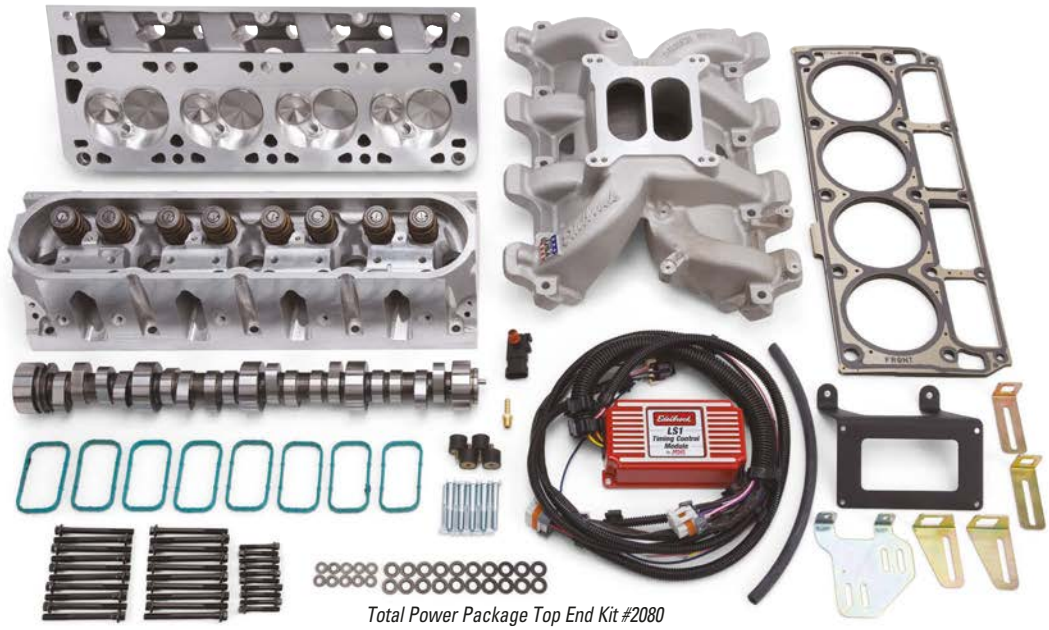
VICTOR TOP END KITS deliver the ultimate in high performance for street/strip applications. Featuring Victor intake manifolds, E-CNC cylinder heads and Rollin' Thunder Hydraulic Roller camshafts with aggressive profiles for maximum power while retaining great drivability. Top off your Top End Kit with the right Edelbrock carburetor for your application (pages 9-11). All of the performance results below are real results from engine dynamometer tests on factory short blocks.

Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
	CHEVROLET E-STREET POWER PACKAGE KITS												
#2022	S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.0:1 compression.	315	381	●	#2701	#5089	#2102	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2038	EFI Top End Kit for S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.0:1 compression.	338	389	●	#2701	#5089	#2117	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2024	396-454 B/B Chevy • 1965-95 Results on a 454 c.i.d. B/B w/9.6:1 compression.	354	470	●●	#7161	#50459	#2162	Included	–	#7810	#8551	#8564	#7363 #6998
	CHEVROLET PERFORMER POWER PACKAGE KITS												
#2088	S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.0:1 compression and retro-fit hydraulic roller cam.	363	405	●	#2716	#60975	#2208	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2089*	S/B Chevy • 1987 & later Results on a 350 c.i.d. S/B w/9.0:1 compression and late model hydraulic roller cam.	363	405	●	#2716	#60975	#2209	#97384	#9653	#7801	#8550	#8516	#7367 #6997
	CHEVROLET RPM POWER PACKAGE KITS												
#2098 #20984	327-350 S/B Chevy • 1957-86 Results on a 350 c.i.d. ZZ4 S/B w/9.5:1 compression and flat tappet cam.	410	408	●	#7501	#60899	#7102	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2099	327-350 S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.5:1 compression and retro-fit hydraulic roller cam.	435	435	●	#7516	#60975	#2201	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2097*	350 S/B Chevy • 1987 & later Results on a 350 c.i.d. ZZ4 S/B w/9.5:1 compression and late model hydraulic roller cam.	435	435	●	#7516	#60975	#2204	#97384	#9653	#7801	#8550	#8516	#7367 #6997
#2019*	Chevy LT4 • 1992-97 Results on a 355 c.i.d. S/B w/10.5:1 compression and hydraulic roller cam.	430	410	●	#7109	#61939	#2108	#97384	–	–	#8550	–	#7379
#2093	383-427 S/B Chevy • 1957-86 Results on a 383 c.i.d. and retro-fit hydraulic roller cam.	460	460	●	#7516	#60985	#2231	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2096*	383 S/B Chevy • 1987 & later Results on a 383 c.i.d. ZZ383 S/B w/9.5:1 compression and late model hydraulic roller cam.	460	460	●	#7516	#60985	#2207	#97384	#9653	#7801	#8550	#8516	#7367 #6997
#2039	348/409 W-Series V8 • 1961-65	451	474	●	#7159	#60815	#2268	#97423	#9648	#7807	#8581	#8509	#7378

** Kits include Lifter Installation Kit #97386*

PART NUMBERS IN RED ARE... NEW

POWER PACKAGE TOP END KITS



Total Power Package Top End Kit #2080

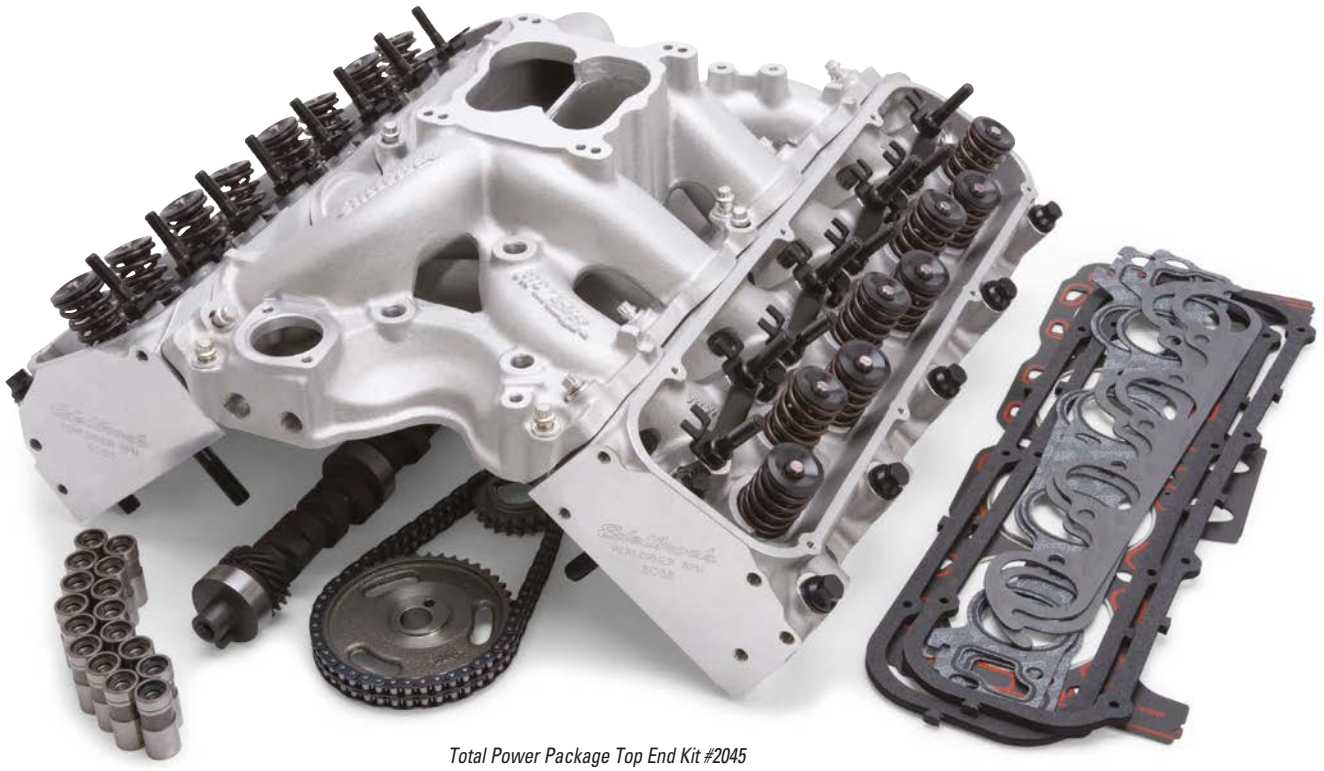
Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
	CHEVROLET RPM POWER PACKAGE KITS (cont.)												
#2095	396-454 B/B Chevy • 1965-95 Results on a 454 c.i.d. B/B w/9.6:1 compression and flat tappet cam.	540	539	🔵🟡	#7561	#60459	#7162	included	#9647	#7810	#8551	#8564	#7363 #6998
#2079	396-454 B/B Chevy • 1965-95 Mark IV Results on a 454 c.i.d. B/B w/9.6:1 compression.	540	539	🔵	#7561	#60455	#2261	#97433	#9647	#7810	#8551	#8564	#7363 #6998
#2094	502 B/B Chevy • 1996 & Later Gen V & VI Results on a 502 Gen V B/B w/9.6:1 compression and late model hydraulic roller cam.	611	573	🔵🟡	#2902	#77485	#2262	–	–	#7816	#8554	#8564	#7356
#2080	LS1 engines • 1997-04 w/Timing Control Module Offers a choice of several built-in timing curves.	CHECK OUR WEBSITE FOR DYNO RESULTS		🟡	#7118	#79949	#2218	–	–	–	#8596	#8515	#7386
#2082	LS2 engines • 1997-04 w/o Timing Control Module Requires Timing Control Module for LS2 58x ignitions.	CHECK OUR WEBSITE FOR DYNO RESULTS		🟡	#71187	#79949	#2218	–	–	–	#8595	#8515	#7386
#2071	LS3 engines • 2008 & Present Kit includes MSD Ignition Control Module #6012	CHECK OUR WEBSITE FOR DYNO RESULTS		🟡	#71196	# 61319	#2218	–	–	–	#8595	#8515	#7395
	CHEVROLET VICTOR POWER PACKAGE KITS												
#2078	496-555 B/B Chevy • 1965-95 Mark IV & V Results on a 555 c.i.d. w/retro-fit hydraulic roller cam.	676	649	🔵	#2902	#79555	#2263	#97433	#9647	#7810	#8551	#8564	#7389
#2073	496-555 B/B Chevy • 1996 & Later Gen VI w/Rectangle Port Cylinder Heads	676	649	🟡	#2902	#77425	#2264	–	–	#7816	#8551	#8564	#7389
#2072	496-555 B/B Chevy • 1996 & Later Gen VI w/Rectangle Port Cylinder Heads	703	649	🟡	#2907	#77425	#2264	–	–	#7816	#8554	#8564	#7389
#2074	496-555 B/B Chevy • 1965-95 Mark IV & V w/Rectangle Port Cylinder Heads	703	649	🔵	#2907	#77425	#2263	#97433	#9647	#7810	#8554	#8564	#7389
#2081	LS1 engines • 1997-04 w/Timing Control Module Offers a choice of several built-in timing curves.	CHECK OUR WEBSITE FOR DYNO RESULTS		🔴	#2908	#79949	#2219	–	–	–	#8596	#8515	#7386
#2083	LS2 engines • 1997-04 w/o Timing Control Module Requires timing control module for LS2 58x ignitions.	CHECK OUR WEBSITE FOR DYNO RESULTS		🔴	#29087	#79949	#2219	–	–	–	#8595	#8515	#7386
#2070	LS3 engines • 2008 & Present Kit includes MSD Ignition Control Module #6012	573	485	🟡	#28457	#61339	#2219	–	–	–	#8595	#8515	#7395
	CHRYSLER RPM POWER PACKAGE KITS												
#2049	340-418 S/B Chrysler • 1967-91 w/Flat tappet cam	417	397	🟡	#7576	#60779	#7177	Included	–	#7803	#8555	#8579	#7370
#2086	383 B/B Chrysler • 1968-79 w/Flat tappet cam Results on a 383 c.i.d. short-block.	421	417	🟡	#7186	#60929	#7194	Included	–	#7804	#8591	#8594	#7366
#2087	440 B/B Chrysler • 1968-79 w/Flat tappet cam Results on a 440 c.i.d. w/9.27:1 compression.	482	528	🟡	#7193	#60929	#7194	Included	–	#7804	#8591	#8594	#7366
#2052	426-572 Chrysler HEMI (Gen II) Results on a 528 c.i.d. w/10:1 compression.	705	620	🟡	#7524	#61175	#2212	#97483	–	#7805	#8513	–	#7349

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

POWER PACKAGE TOP END KITS



Total Power Package Top End Kit #2045

Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
	FORD E-STREET POWER PACKAGE KITS												
#2027	289-302 S/B Ford • 1981 & earlier Results on a 302 Ford S/B w/9.1:1 compression.	321	337	🔵🟡	#2121	#5023	#2122	Included	#9632	#7820	#8552	#8524	#7364 #6991
	FORD RPM POWER PACKAGE KITS												
#2091 #20914	289-302 S/B Ford • 1981 & earlier w/Flat tappet cam Results on a 302 Ford S/B w/9.5:1 compression.	367	340	🔵🟡	#7521	#60229	#7122	Included	#9632	#7820	#8552	#8524	#7364 #6991
#2043	331-363 S/B Ford • 1981 & earlier Results on a 347 Ford S/B w/9.5:1 compression.	438	413	🔵	#7521	#60255	#2281	#97453	#9658	#7820	#8552	#8524	#7364 #6991
#2092 #20924	351W S/B Ford • 1969-95 w/Flat tappet cam. Results on a 351W Ford S/B w/9.5:1 compression.	400	412	🟡	#7581	#60259	#7182	Included	#9636	#7820	#8553	#8584	#7364 #6991
#2090	351W S/B Ford • 1969-95 w/Hydraulic roller cam Results on a 351W Ford S/B w/9.5:1 compression.	451	433	🟡	#7581	#79259	#2281	#97453	#9659	#7820	#8553	#8584	#7364 #6991
#2059	302 block - 8.2" deck with Cleveland heads w/Hydraulic roller cam (will not fit 351M/400) Results on a 347 Ford S/B w/9.5:1 compression.	438	413	🟡	#7129	#61695	#2221	#97453	–	#7820	#8562	#8529	#7377
#2060	351W block - 9.5" deck with Cleveland heads w/hydraulic roller cam (will not fit 351M/400) Results on a 351W Ford S/B w/9.37:1 compression.	440	416	🟡	#7183	#61695	#2281	#97453	–	#7820	#8560	#8529	#7377
#2044	390-428 B/B Ford FE • 1961-76	418	434	🔵	#7105	#60069	#7106	Included	–	#7808	#8557	#8507	#7368
#2045	460-522 B/B Ford • 1968-87	506	536	🔵	#7566	#60669	#7167	Included	–	#7830	#8566	#8569	#7365
	OLDSMOBILE RPM POWER PACKAGE KITS												
#2058	400-500 B/B Oldsmobile Results on a 455 c.i.d. w/9.5:1 compression.	450	541	🔵	#7551	#60519	#7112	Included	–	#7813	#8558	#8514	#7373
	PONTIAC RPM POWER PACKAGE KITS												
#2053	389-467 Pontiac with 72cc Cylinder Heads	471	530	🔵	#7156	#61519	#7157	Included	–	#7812	#8549	#8559	#7382
#2057	389-467 Pontiac with 87cc Cylinder Heads	471	530	🔵	#7156	#61529	#7157	Included	–	#7812	#8549	#8559	#7382
#2054	389-467 Pontiac with 87cc D-Port Cylinder Heads Results on a 468 c.i.d. w/9.5:1 compression.	460	538	🔵	#7156	#61579	#7157	Included	–	#7812	#8561	#8559	#7382
#2055	389-467 Pontiac with 72cc D-Port Cylinder Heads Results on a 468 c.i.d. w/9.5:1 compression.	460	538	🔵	#7156	#61599	#7157	Included	–	#7812	#8561	#8559	#7382

PART NUMBERS IN RED ARE... NEW



Vintage Manifold and Carb Kit #2018 with Optional Fuel Log Kit #1287



Vintage Manifold and Carb Kit #2015 for 1955-86 S/B Chevy



Vintage Manifold and Carb Kit #2012 for 1938-48 Ford Flatheads



Vintage Manifold and Carb Kit #2013 for 1938-48 Ford Flatheads

VINTAGE MANIFOLD AND CARB KITS
AVAILABLE FOR S/B CHEVY, S/B FORD & FLATHEAD FORD

Due to popular demand… we are now offering street rodders the ultimate solution for adding dual, triple or six deuce Edelbrock power! **Edelbrock Vintage Manifold and Carb kits offer you the core components you need** to install an Edelbrock multiple carburetor and intake manifold setup on your small-block Chevy, Small-block or Flathead Ford – All in one box. They include a new Edelbrock intake manifold with two, three or six of our new Edelbrock 94 carburetors. To make the installation simple, these kits include straight throttle linkage and triple-deuce kits include our exclusive progressive throttle linkage #1033 originally designed by Vic Edelbrock Sr. back in the late 1950's for small-block Chevy. All kits also include high-quality Edelbrock gaskets, carb studs and all of the necessary hardware for a hassle free installation.

Complete your multi-carb setup installation with the Edelbrock Mini Fuel Distribution Block Kit #1281 or Fuel Log Kit #1283, #1284, #1288, or #1287. **Edelbrock Fuel Kits provide everything you would need** to supply fuel to your intake manifold and carb setup. They feature high quality polished aluminum mini fuel block or extruded aluminum, classic black neoprene hose, fittings and installation hardware.
Together with our Manifold and Carb Kits, you get bolt-on Edelbrock performance and classic looks.

SMALL-BLOCK CHEVY

Triple Carb Kit for 1955-86 Small-Block Chevy (C-357-B intake manifold) 🔵 ..... **#2015**
Triple Carb Kit for Small-Block Chevy with E-Tec or Vortec-Style heads (C-357-B intake manifold) 🔵🟡 ..... **#2016**
Six Carb Kit for 283-350 Chevy (X1 Ram Log intake manifold) 🔵 ..... **#2018**

FORD FLATHEAD

Dual Carb Kit for 1938-48 Ford Flathead (Super Dual intake manifold) 🔵 ..... **#2011**
Dual Carb Kit for 1938-48 Ford Flathead (Slingshot intake manifold) 🔵 ..... **#2012**
Triple Carb Kit for 1938-48 Ford Flathead (SU359 intake manifold) 🔵 ..... **#2013**
Triple Carb Kit for 1949-53 Ford Flathead (SU349 intake manifold) 🔵 ..... **#2014**

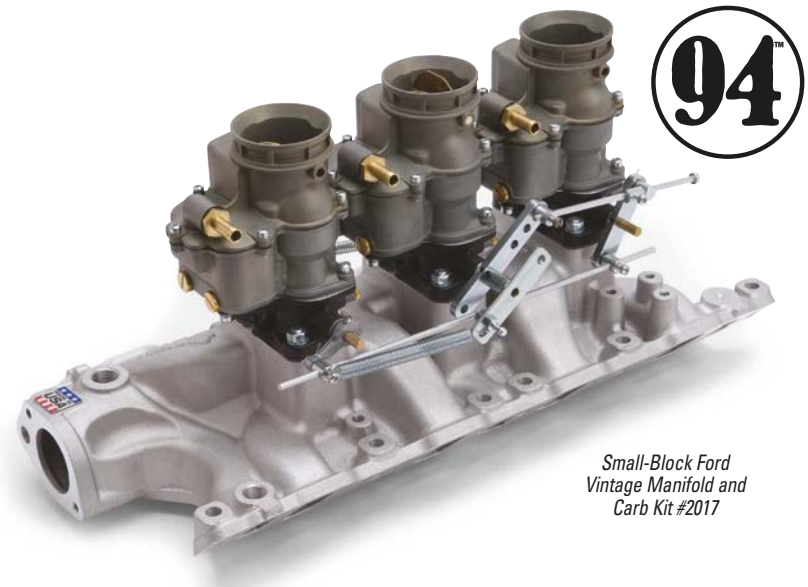
SMALL-BLOCK FORD

Triple Carb Kit for 289-302 V8 (Triple Deuce intake manifold) 🔵🟡 ..... **#2017**

Note: *See listings in the manifold section for manifold specs, see pages 81-82.*

VINTAGE MANIFOLD AND CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Offset Bracket	Carb Qty.	Throttle Linkage	Carb Gasket	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit	Regulator
#2011	#1100	#1145	2	#1032 (Straight)	Included	#7234	–	#8006	#1789
#2012	#1103	–	2	#1032 (Straight)	Included	#7234	–	#8006	#1789
#2013	#1108	#1145	3	#1034 (Straight)	Included	#7234	–	#8006	#1789
#2014	#1109	#1146	3	#1034 (Straight)	Included	#7234	–	#8006	#1789
#2015	#5418	–	3	#1033 (Progressive)	Included	#7201	#8504	#8006	#1789
#2016	#5414	–	3	#1033 (Progressive)	Included	#7235	#8516	#8006	#1789
#2017	#5412	–	3	#1033 (Progressive)	Included	#7220	#8524	#8006	#1789
#2018	#2150	–	6	#1031 (Straight)	Included	#7201	#8504	#8006	#1789



Small-Block Ford Vintage Manifold and Carb Kit #2017

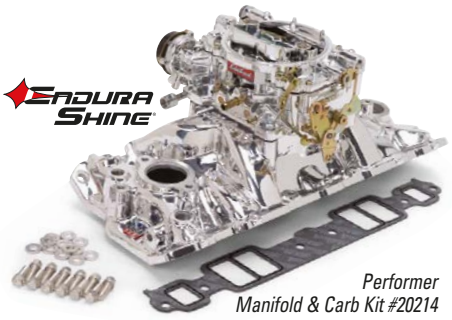
Edelbrock core products are manufactured in the USA for unsurpassed quality.

MADE IN USA

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MANIFOLD & CARB KITS SINGLE-QUAD



Performer Manifold & Carb Kit #20214



RPM Air-Gap Manifold & Carb Kit #2033



Performer RPM Manifold & Carb Kit #20564

SINGLE-QUAD MANIFOLD AND CARB KITS
AVAILABLE IN SATIN OR ENDURASHINE® FINISH

With a Manifold and Carb Kit, it's easy to upgrade your induction system with the best combination of Edelbrock proven performance and looks in a single box. These kits include: an Edelbrock manifold, Performer or Thunder Series AVS carb, chrome fuel inlet, intake gasket set, intake bolt set and carb stud kit. The manifold and carbs are available with a standard satin finish or with our bright EnduraShine chrome-like finish for long lasting show quality looks.

CHEVY SINGLE-QUAD KITS

FOR 1957-86 SMALL-BLOCK CHEVY	*Satin*	*EnduraShine*
Performer EPS manifold & Performer Series 600 cfm carb ●	**#2021**	**#20214**
Performer Air-Gap manifold & Performer Series 600 cfm carb ●	**#2020**	**#20224**
Performer RPM manifold & Thunder Series AVS 800 cfm carb ●	**#2023**	**#20234**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb ●	**#2004**	**#20244**
FOR SMALL-BLOCK CHEVY WITH VORTEC OR EDELBROCK E-TEC CYLINDER HEADS		
Performer manifold & Thunder Series AVS 650 cfm carb ●	**#2007**	**#20274**
Performer RPM manifold & Thunder Series AVS 800 cfm carb ●	**#2028**	**#20284**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb ●	**#2029**	**#20294**
FOR BIG-BLOCK CHEVY		
Performer manifold & Thunder Series AVS 800 cfm carb (oval port) ●●	**#2061**	**#20614**
Performer RPM manifold & Thunder Series AVS 800 cfm carb (oval port) ●●	**#2062**	**#20624**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb (oval port) ●●	**#2063**	**#20634**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb (rect. port) ●●	**#2064**	**#20644**

CHRYSLER SINGLE-QUAD KIT

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

FORD SINGLE-QUAD KITS

FOR SMALL-BLOCK FORD		
Performer manifold & Performer Series 600 cfm carb ●●	**#2031**	**#20314**
Performer RPM manifold & Thunder Series AVS 800 cfm carb ●●	**#2032**	**#20324**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb ●●	**#2033**	**#20334**
RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb for 351W Ford ●●	**#2034**	**#20344**
FOR BIG-BLOCK FORD		
Performer RPM manifold & Thunder Series AVS 800 cfm carb for Ford FE ●	**#2037**	**#20374**

PONTIAC SINGLE-QUAD KIT

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

SATIN FINISH

SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#2021	#2701	#1406	#8126	#7201	#8504	#8008
#2020	#2601	#1406	#8126	#7201	#8504	#8008
#2023	#7101	#1813	#8126	#7201	#8504	#8008
#2004	#7501	#1813	#8126	#7201	#8504	#8008
#2007	#2116	#1806	#8126	#7235	#8516	#8008
#2028	#7116	#1813	#8126	#7235	#8516	#8008
#2029	#7516	#1813	#8126	#7235	#8516	#8008
#2061	#2161	#1813	#8126	#7203	#8564	#8008
#2062	#7161	#1813	#8126	#7203	#8564	#8008
#2063	#7561	#1813	#8126	#7203	#8564	#8008
#2064	#7562	#1813	#8126	#7202	#8564	#8008
#2075	#7576	#1813	#8126	#7276	#8579	#8008
#2031	#2121	#1406	#8126	#7220	#8524	#8008
#2032	#7121	#1813	#8126	#7220	#8524	#8008
#2033	#7521	#1813	#8126	#7220	#8524	#8008
#2034	#7581	#1813	#8126	#7220	#8584	#8008
#2037	#7105	#1813	#8126	#7224	#8507	#8008
#2056	#7156	#1813	#8126	#7280	#8559	#8008

ENDURASHINE® FINISH

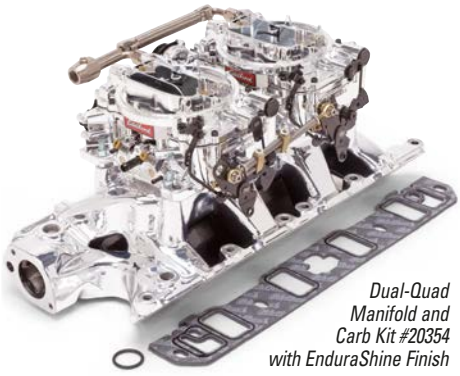
SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#20214	#27014	#14064	#8126	#7201	#8504	#8008
#20224	#26014	#14064	#8126	#7201	#8504	#8008
#20234	#71014	#18134	#8126	#7201	#8504	#8008
#20244	#75014	#18134	#8126	#7201	#8504	#8008
#20274	#21164	#18064	#8126	#7235	#8516	#8008
#20284	#71164	#18134	#8126	#7235	#8516	#8008
#20294	#75164	#18134	#8126	#7235	#8516	#8008
#20614	#21614	#18134	#8126	#7203	#8564	#8008
#20624	#71614	#18134	#8126	#7203	#8564	#8008
#20634	#75614	#18134	#8126	#7203	#8564	#8008
#20644	#75624	#18134	#8126	#7202	#8564	#8008
#20754	#75764	#18134	#8126	#7276	#8579	#8008
#20314	#21214	#14064	#8126	#7220	#8524	#8008
#20324	#71214	#18134	#8126	#7220	#8524	#8008
#20334	#75214	#18134	#8126	#7220	#8524	#8008
#20344	#75814	#18134	#8126	#7220	#8584	#8008
#20374	#71054	#18134	#8126	#7224	#8507	#8008
#20564	#71564	#18134	#8126	#7280	#8559	#8008

PART NUMBERS IN RED ARE... NEW



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



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

RPM DUAL-QUAD MANIFOLD AND CARB KITS

AVAILABLE IN SATIN OR ENDURASHINE® FINISH

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

CHEVY DUAL-QUAD KITS

	Satin	EnduraShine
For 1957-86 Small-Block Chevy 🔵	#2025	#20254
For Small-Block Chevy with 1996 & later Vortec L31 or E-Tec heads 🟡	#2026	#20264
For Small-Block Chevy LS1 (A) 🟡	#2068	#20684
For 348/409 "W-Series" Chevy, Small Port (B) 🔵	#2067	#20674
For 348/409 "W-Series" Chevy, Large Port (for use with Edelbrock heads) (B) 🔵	#2069	#20694
For Big-Block Chevy with oval ports 🔵🟡	#2065	#20654
For Big-Block Chevy with rectangular ports 🔵🟡	#2066	#20664

CHRYSLER DUAL-QUAD KIT

For Chrysler 5.7L HEMI (requires Ignition Control Module MSD #6013) 🟡	#2076	#20764

FORD DUAL-QUAD KITS

For 289-302 Ford 🔵🟡	#2035	#20354
For 351W Ford 🟡	#2085	#20854
For 390-428 Big-Block Ford FE 🔵🟡	#2036	#20364

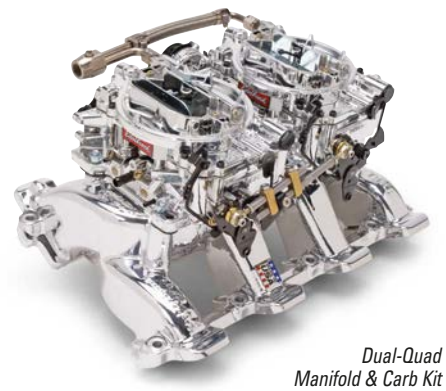
Note: *See listings in the manifold section for manifold specs.*
(A) Includes ignition control module, wiring harness and MAP sensor
(B) Includes Oil Filler Tube with matching breather cap #4803



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



Dual-Quad Manifold & Carb Kit #20674 with EnduraShine Finish



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

SATIN FINISH

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

Kit Part No.	Intake Manifold	Carburetors Electric	Carburetors Manual	Throttle Linkage	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#2025	#7525	#1803	#1804	#7094	#8091	#7201	#8504	#8008
#2026	#7526	#1803	#1804	#7094	#8091	#7235	#8516	#8008
#2035	#7535	#1803	#1804	#7094	#8091	#7220	#8524	#8008
#2036	#7505	#1803	#1804	#7094	#8091	#7224	#8536	#8008
#2065	#7520	#1803	#1804	#7094	#8091	#7203	#8564	#8008
#2066	#7522	#1803	#1804	#7094	#8091	#7202	#8564	#8008
#2067	#5408	#1803	#1804	#7094	#8091	#7242	#8509	#8008
#2068	#7518	#1803	#1804	#7094	#8091	-	-	#8008
#2069	#5409	#1803	#1804	#7094	#8091	#7240	#8509	#8008
#2076	#7528	#1803	#1804	#7094	#8091	-	#8528	#8008
#2085	#7585	#1803	#1804	#7094	#8091	#7220	#8584	#8008

ENDURASHINE® FINISH

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

Kit Part No.	Intake Manifold	Carburetors Electric	Carburetors Manual	Throttle Linkage	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#20254	#75254	#18034	#18044	#7094	#8091	#7201	#8504	#8008
#20264	#75264	#18034	#18044	#7094	#8091	#7235	#8516	#8008
#20354	#75354	#18034	#18044	#7094	#8091	#7220	#8524	#8008
#20364	#75054	#18034	#18044	#7094	#8091	#7224	#8536	#8008
#20654	#75204	#18034	#18044	#7094	#8091	#7203	#8564	#8008
#20664	#75224	#18034	#18044	#7094	#8091	#7202	#8564	#8008
#20674	#54084	#18034	#18044	#7094	#8091	#7242	#8509	#8008
#20684	#75184	#18034	#18044	#7094	#8091	-	-	#8008
#20694	#54094	#18034	#18044	#7094	#8091	#7240	#8509	#8008
#20764	#75284	#18034	#18044	#7094	#8091	-	#8528	#8008
#20854	#75854	#18034	#18044	#7094	#8091	#7220	#8584	#8008

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock SUPERCHARGERS









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

Edelbrock E-Force Supercharger systems **deliver excellent horsepower and torque in a complete kit. Featuring a unique design with minimal components. It makes it possible to fit an E-Force Supercharger under the stock hood.** The core of each system is the **Eaton Gen VI TVS®** rotating assembly with a **four lobe design with 160° of twist for maximum flow, minimum temperature rise, quiet operation and excellent drivability.** We also designed our superchargers with an integrated bypass valve to help eliminate parasitic loss under light throttle, improving mileage potential. Our unique and efficient inlet configuration results in a shorter, less restrictive intake path for improved air flow, without the need for a jack-shaft. **Keeping the air cool is a high capacity air to water intercooler and low temp heat exchanger.** Edelbrock supercharger systems are available in three performance levels for most applications.

STAGE 1 - STREET SYSTEMS

These systems are emissions legal and provide the best combination for your daily driver. They will also include a tune for both 91 and 93 octane, on select applications.

STAGE 2 - TRACK SYSTEMS

These systems include the components from the Stage 1 system with the addition of a cold air intake (if required), smaller pulley, fuel injectors (if required), fuel pump (if required) and a custom tune, giving you great performance for the track. **These systems are for competition racing only (except for our Chevrolet Corvette and 2015-16 Ford Mustang systems, which are emissions legal) and are available as a complete kit or as an upgrade.**

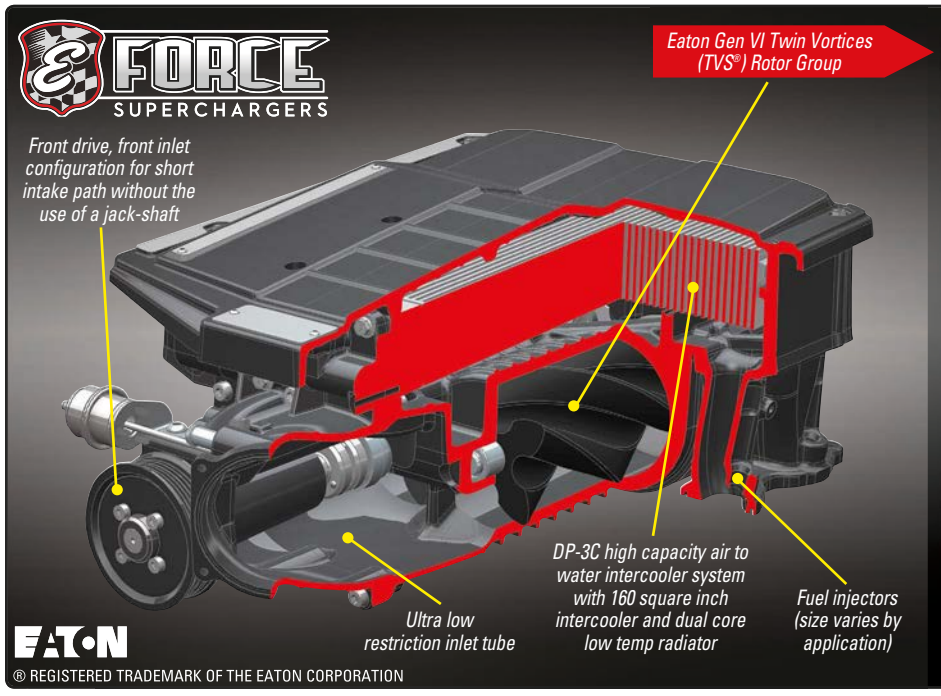
STAGE 3 - PROFESSIONAL TUNER SYSTEMS

Our Professional Tuner systems include all of the essential components that a racer would need to build a custom supercharged racing setup. They offer flexibility in pulley selection, cold air intake and more. These systems are for competition racing use only.

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

E-FORCE FEATURES & BENEFITS

- *Everything fits right out of the box, no welding, cutting or grinding*
- *Eaton® TVS Rotor assembly*
- *Self contained oil system (no drilling or plumbing required)*
- *Electronic PCM programming module, with Stage 1 & Stage 2 with application specific tuning*
- *High Flow Mass Air Flow Sensor (as needed)*
- *Little to no decrease in fuel economy*
- *Limited powertrain warranty*
- *Unique design allows maximum low end torque and instant throttle response*
- *50-state emissions street legal (Stage 1 and select Stage 2 systems)*



NEW 2650!

Select E-Force systems are now available with the ALL-NEW Eaton Gen VI 2650 TVS rotating assembly.

We're excited to be one of the first Eaton partners to utilize this new rotating assembly. **What does this mean to you? It means that any new E-Force system utilizing a 2650 TVS rotating assembly will have more power potential!** The Eaton 2650 TVS is 15% larger then the 2300 TVS rotating assembly, giving it more volume, allowing it to deliver more air flow and boost at high rpm, when combined with additional upgrades like a cold air intake system, headers, pulley and a tune.

PART NUMBERS IN RED ARE... NEW









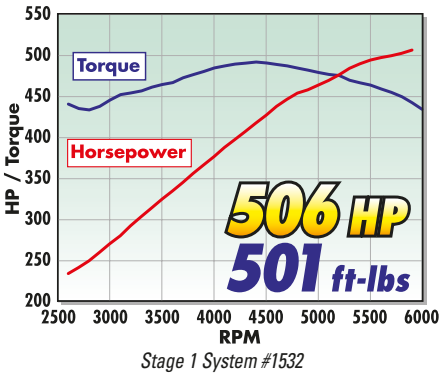




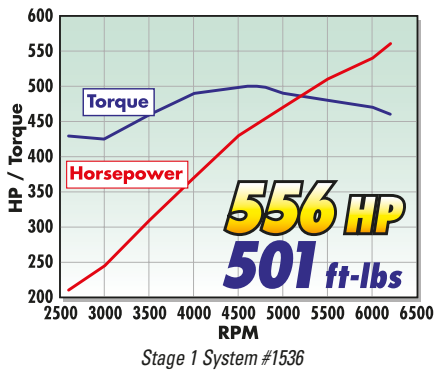


DOES YOUR HEMI® NEED MORE POWER?

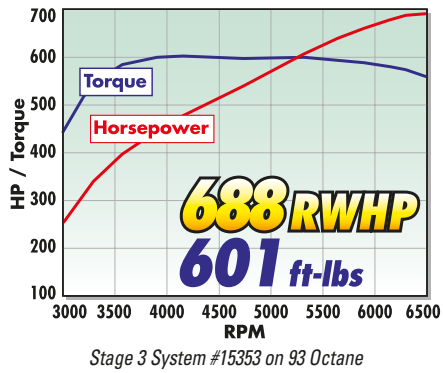
Then get an Edelbrock E-Force Supercharger system – the **most efficient supercharger on the market for the Chrysler 300, Challenger, Charger, Magnum and Ram that's equipped with a 5.7L, 6.1L or 6.4L HEMI** engine. These complete supercharger systems provide maximum flow, minimum temperature rise, quiet operation and reliability only the Edelbrock name can guarantee. They feature minimum air restriction in and out of the supercharger for optimal flow. They also include individual intake runners that allow for maximum low end torque and great drivability.



Stage 1 System #1532



Stage 1 System #1536



Stage 3 System #15353 on 93 Octane

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

MADE IN USA

HEMI is a registered trademarks of Chrysler Group LLC.

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS CHRYSLER/DODGE HEMI®

E-FORCE SUPERCHARGERS

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



Stage 1 System #1534

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2006-08	Chrysler 300 Dodge Charger & Magnum	5.7L	2300	466	456	●	#1530	#15300
2009-10	Chrysler 300 Dodge Charger & Challenger	5.7L	2300	506	501	●	#1532	#15320
2005-10	Chrysler 300 Dodge Charger & Challenger	6.1L	2300	556	501	●	#1536	#15360
2011-14	Chrysler 300 Dodge Charger & Challenger	5.7L	2300	471RW	475	●	#1534	#15340
2011-14	Chrysler 300 Dodge Charger & Challenger	6.4L	2300	551RW	526	●	#1535	#15350
2015-16*	Chrysler 300 Dodge Charger & Challenger	5.7L	2650	–	–	Pending	#1517	–
2015-16*	Chrysler 300 Dodge Charger & Challenger	6.4L	2650	–	–	●	#15172	–
Stage 3 - Pro-Tuner Systems								
2006-08	Chrysler 300 Dodge Charger & Magnum	5.7L	2300	–	–	●	–	#1531
2009-10	Chrysler 300 Dodge Charger & Challenger	5.7L	2300	–	–	●	–	#1533
2005-10	Chrysler 300 Dodge Charger & Challenger	6.1L	2300	651RW+	626RW+	●	–	#1537
2011-14	Chrysler 300 Dodge Charger & Challenger	5.7L	2300	–	–	●	–	#15343
2011-14	Chrysler 300 Dodge Charger & Challenger	6.4L	2300	688RW+	601RW+	●	–	#15353
2015-16*	Chrysler 300 Dodge Charger & Challenger	5.7L	2650	–	–	●	–	#15171
2015-16*	Chrysler 300 Dodge Charger & Challenger	6.4L	2650	–	–	●	–	#15174

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

MADE IN USA

PART NUMBERS IN RED ARE... NEW

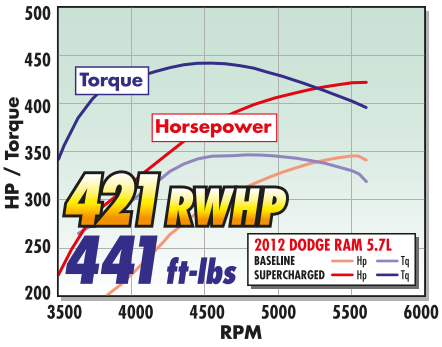
E-FORCE SUPERCHARGERS

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



Stage 1 System #1538





Our test results with 5 psi of boost on a 2012 Ram truck produced a gain of 100 hp and 100 ft-lbs. of torque.



MORE POWER FOR YOUR DODGE TRUCK

E-Force Supercharger systems are the **most efficient designs on the market and will deliver an impressive 421 rear wheel horsepower and 441 ft-lbs. of torque for the popular Dodge 5.7L HEMI** engine. This complete supercharger system provides maximum flow, minimum temperature rise, quiet operation and reliability only the Edelbrock name can guarantee. It features minimum air restriction in and out of the supercharger for optimal flow and performance. The individual 7" long intake runners allow for maximum low end torque for towing and off-road applications while maintaining great daily driving manners.

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2009-14	Dodge Ram Truck	5.7L	2300	421RW	441RW	●	#1538	#15380
2015-16	Dodge Ram Truck	5.7L	2300	421RW	441RW	●	#15175	#15380

Important Installation Note: *Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded .* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.***



EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS CAMARO

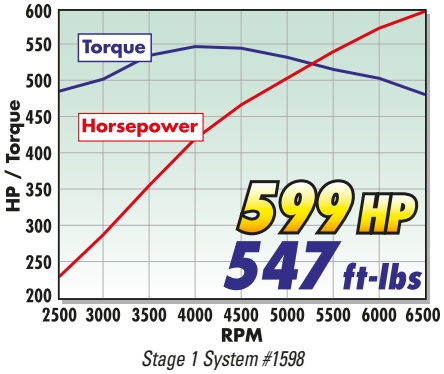






TAKE YOUR CAMARO TO THE NEXT LEVEL

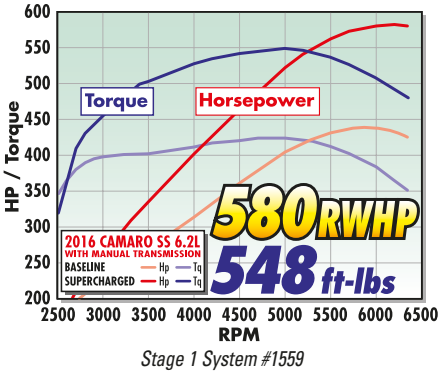
426 horsepower not enough? Take an already high performance street car to the next level with an Edelbrock E-Force Supercharger! These supercharger systems are exclusively tailored for the 2010-14 Camaro SS and feature 12" long intake runners that allow for maximum low end torque. **Its compact design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



Stage 1 System #1598



Stage 1 System #1597



Stage 1 System #1559



Camaro Manifold Top and Coil Cover #41144

CAMARO TOP AND COIL COVER DESIGN

These covers are made of cast aluminum and feature a vented coil cover design along with a two-tone black and red powder coated finish with inset "Supercharged" badges. This design retains the same bolt pattern and is compatible with all of the previous E-Force Camaro based systems. **For use with 2010-13 Camaro models only, will not fit 2014-15 models, due to interference with the hood vent.** Installation requires removal of supercharger.

E-Force Camaro Manifold Top and Coil Covers ..... **#41144**
E-Force Camaro Coil Covers Only ..... **#41142**

AUTOMATIC CONVERSION KIT

Ideal for shops and jobbers that don't want to stock both automatic and manual Camaro supercharger systems, this kit includes the valley plate and larger supercharger pulley needed to convert manual system #1598 to automatic kit #1597. **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**

Automatic Conversion Kit (For use with E-Force system #1598) ..... **#15908**



Automatic Conversion Kit #15908

VALLEY PLATE

This kit contains the valley plate needed to install an LS3 supercharger kit on an engine equipped with Active Fuel Management lifters.

LS3 Supercharger valley plate ..... **#15911**



Convertible Brace #15956

CONVERTIBLE BRACE

This Convertible Brace is required when installing an E-Force supercharger system into a 2011-14 Camaro SS. Kit includes brace and all hardware necessary for installation.

Convertible Brace ..... **#15956**

PART NUMBERS IN RED ARE... NEW

E-FORCE SUPERCHARGERS

50 state legal

E.O. Number D-215-89
E.O. Number D-215-92

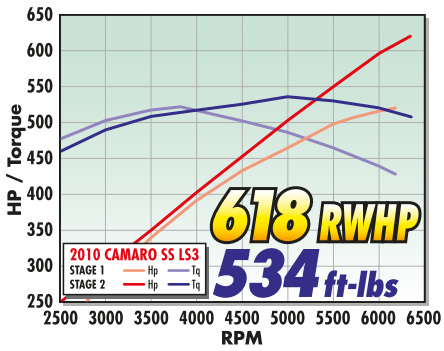


Stage 1 System #1559

Year	Model	Engine	Trans Type	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems									
2010-13	**Camaro SS**	LS3	Auto	2300	421RW	439RW	●	#1597	#15970
2010-13	**Camaro SS**	LS3	Manual	2300	599	547	●	#1598	#15980
2010-15	**Camaro SS** w/Low Profile Top	LS3	Auto	2300	421RW	439RW	●	#1562	#15620
2010 -15	**Camaro SS** w/Low Profile Top	LS3	Manual	2300	599	547	●	#1563	#15630
2016	**Camaro SS**	LT1	Auto	2300	–	–	●	#1558	#15580
2016	**Camaro SS**	LT1	Manual	2300	580RW	548RW	●	#1559	#15590
2017	**Camaro SS**	LT1	Auto	2300	–	–	●	#15291	#15580
2017	**Camaro SS**	LT1	Manual	2300	580RW	548RW–	●	#1529	#15590
Stage 3 - Pro-Tuner Systems									
2010-13	**Camaro SS**	LS3	Auto	2300	–	–	●	–	#15960
2010-13	**Camaro SS**	LS3	Manual	2300	–	–	●	–	#15990
2010-15	**Camaro SS** w/Low Profile Top	LS3	Auto	2300	–	–	●	–	#1596
2010-15	**Camaro SS** w/Low Profile Top	LS3	Manual	2300	–	–	●	–	#1599

Important Installation Note: *Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.*** *2010-15 convertible installations will require the use of Edelbrock Convertible Brace #15956 (sold separately). E-Force systems #1562, #1563, #1596, #1597, #1598, #1599, #15620, #15630, #15960, #15970, #15980 and #15990 feature a low profile top for use with 2014-15 models to accommodate the vent on the factory hood.*

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



E-Force Tuner Recipe vs. Stage 1 Camaro Supercharger Dyno Results

TUNER PERFORMANCE RECIPE

The Edelbrock R & D team continues to test the LS-based supercharger system #1598 in our 2010 Camaro. We added some Edelbrock components and ran our chassis dyno test at 6 psi of boost on 91 octane with the 3-1/2" supercharger pulley. Testing results for the 2010-2014 Camaro produced 618 hp and 534 ft-lbs to the rear wheels! Net increase of 103 hp over our Stage 1 system. **For competition racing use only.**

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock SUPERCHARGERS CORVETTE





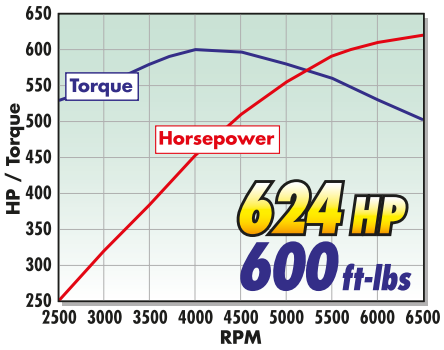




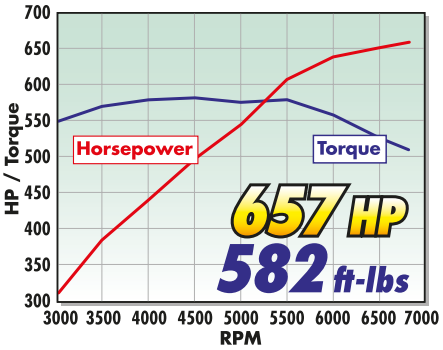
DESIGNED TO BOOST YOUR CORVETTE TO NEW PERFORMANCE LEVELS

Our E-Force systems will take your Corvette to the next performance level. Each system utilizes a unique intake manifold housing design that is tailored towards each platform. **Plus, this kit fits under the stock hood with no modifications** without sacrificing runner length or intercooler area. Our C6 Z06 systems are specially designed for a **seamless integration with the dry sump system, plus it fits under the stock hood with no modifications!**

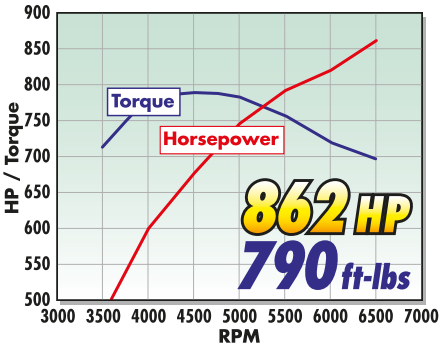
Our new E-Force for the C7 Z06 is designed exclusively for the LT4 engine. The system includes a new intake manifold with Eaton 2300 TVS rotor assembly, making it an easy direct plug and play installation. The Stage 1 system utilizes the OEM belt offset and includes the intake manifold and tune for an easy swap. The Stage 2 system includes an intake manifold with 10-rib pulley, overdrive damper and belt for the next step up for your Z06.



Stage 1 System #1570



Stage 1 System #1572



Stage 3 Systems #15702 & #15712

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

MADE IN USA



Overdrive Crank Pulley #15815



E-Force 2005-13 Corvette Stage 2 Upgrade Kit #15902

OVERDRIVE CRANK PULLEY FOR 2014-17 CORVETTE

This 15% overdrive crank pulley is for use with a 2014-17 Corvette Stingray with an E-Force Supercharger system installed. It features an 8.7" diameter 10-rib secondary and stock diameter primary drive that delivers maximum traction and stability in supercharged applications. It's an ideal solution when a smaller pulley is not an option. Included with #157320. **This crank pulley is for use with Edelbrock C7 Corvette E-Force Supercharger systems only.**

Emissions Code

Overdrive Crank Pulley for C7 Corvette E-Force Supercharger Systems (8.7") ..... ● .....**#15815**

E-FORCE 2005-13 CORVETTE STAGE 2 UPGRADE KIT

This kit contains everything needed to upgrade Corvette supercharger systems #1574, #1590 and #1593 from 554 HP to 599 HP. Includes fuel pump module and 3.5" pulley. (No tuning necessary) **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**

E-Force Corvette Supercharger 599 HP Upgrade Kit (LS2/LS3) .....**#15902**

PART NUMBERS IN RED ARE... NEW



Stage 1 System #1570

E.O. Number D-215-89
E.O. Number D-215-96

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2005-07	**Corvette**	LS2	2300	554	515	●	#1593	#15930
2008-13	**Corvette**	LS3	2300	554	515	●	#1590	#15900
2010-13	**Grand Sport** with Dry Sump	LS3	2300	554	515	●	#1574	#15740
2006-13	**Corvette Z06**	LS7	2300	657	582	●	#1572	#15720
2015-16	**Corvette Z06**	LT4	2300	626RW	589RW	●	#15731	#157310
2014-16	**Stingray**	LT1	2300	624	600	●	#1571	#15710
2014-16	**Stingray Z51**	LT1	2300	624	600	●	#1570	#15700
2017	**Stingray**	LT1	2300	624	600	Pending	#15294	#15710
2017	**Stingray Z51**	LT1	2300	624	600	Pending	#15296	#15700
2017	**Corvette Z06**	LT4	2300	–	–	Pending	#15292	#157310
Stage 2 - Track Systems								
2005-07	**Corvette**	LS2	2300	599	547	●	#1594	#15940
2008-13	**Corvette**	LS3	2300	599	547	●	#1591	#15910
2010-13	**Grand Sport** with Dry Sump	LS3	2300	599	547	●	#1575	#15750
2014-16	**Stingray Z51**	LT1	2300	537RW	527RW	●	#15701	–
2014-16	**Stingray**	LT1	2300	537RW	527RW	●	#15711	–
2015-17	**Corvette Z06**	LT4	2300	–	–	●	–	#157320
2017	**Stingray**	LT1	2300	–	–	Pending	#15295	–
2017	**Stingray Z51**	LT1	2300	–	–	Pending	#15297	–
Stage 3 - Pro-Tuner Systems								
2005-07	**Corvette**	LS2	2300	–	–	●	–	#1595
2008-13	**Corvette**	LS3	2300	–	–	●	–	#1592
2010-13	**Grand Sport** with Dry Sump	LS3	2300	–	–	●	–	#1576
2006-13	**Corvette Z06**	LS7	2300	–	–	●	–	#1573
2014-17	**Stingray**	LT1	2300	862+	790+	●	–	#15712
2014-17	**Stingray Z51**	LT1	2300	862+	790+	●	–	#15702

Important Installation Notes: *System #1590 and #1591 can be installed on dry sump equipped Grand Sport models. This installation will require the use of Edelbrock Dry Sump Accessory Kit #15905 (sold separately). System #1574, #1575 and #1576 are for use on 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. System #1591 can not be installed on Z06 or ZR1 models. Supercharger systems without tuners are not eligible for our Limited Powertrain Warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.***

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS GM TRUCKS AND SUV'S



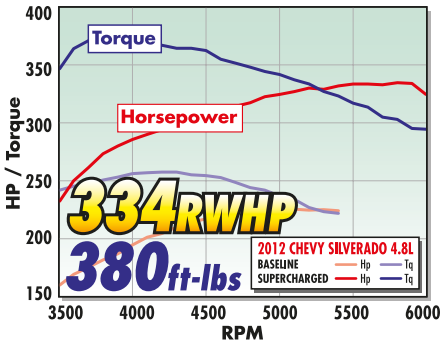




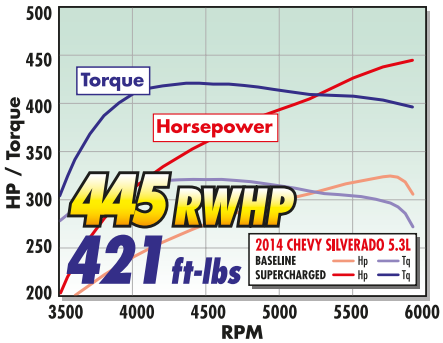


GET MORE PERFORMANCE OUT OF YOUR TRUCK OR SUV

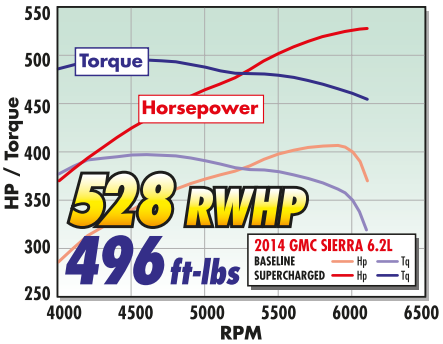
Now you can bolt-on an Edelbrock E-Force Supercharger system and boost the power in your GM truck or SUV. These E-Force Supercharger systems are specially designed for each application and will allow you to **boost your towing performance to impressive levels.** These systems feature a unique intake runner design for maximum low end torque making them ideal for towing and off-road performance applications.



E-Force System #1579



E-Force Systems #1565



E-Force System #1566

SUPPLEMENTAL FUEL PUMP KITS *REQUIRED FOR 2003-09 NON-FLEX FUEL GM TRUCKS & SUVS*

These Supplemental Fuel Pump Kits are required for 2009 and earlier GM trucks and SUV's utilizing #1560, #15600, #1561, #15610, #1577, #15770, #1578, #15780, #1579 and #15790 E-Force supercharger systems. Failure to use one of these kits may result in engine damage and void your E-Force Supercharger's warranty. These kits are not required for Flex Fuel models. Flex Fuel models come standard with adequate fuel systems that properly operate with the E-Force Supercharger system. These kits include a replacement fuel pump, control module and fuel level sender (system #15791 also includes injectors).

Year	Model	Engine	Part No.
2003-07	GM Trucks with Return Fuel System	6.2L	#15773
2003-07	GM Trucks with Returnless Fuel System	6.2L	#15775
2007-09	GM Crew & Extended Cab Truck (Except Long Bed)	4.8L & 5.3L	#15781
2007-09	GM Standard Cab & All Long Bed Trucks	4.8L & 5.3L	#15782
2007-09	GM Crew & Extended Cab Truck	6.0L & 6.2L	#15791
2007-09	GM SUV with Short Wheel Base	5.3L	#15642
2007-09	GM SUV with Long Wheel Base	5.3L	#15643
2007-09	GM SUV with Short Wheel Base	6.2L	#15671
2007-09	GM SUV with Long Wheel Base	6.2L	#15672



Supplemental Fuel Pump Kit #15782

PART NUMBERS IN RED ARE... NEW

E-FORCE SUPERCHARGERS

50 state legal

E.O. Number D-215-89



Stage 1 System #1566

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2003-06	GM 1500 Gen III LS	4.8L 5.3L 6.0L	2300	339 345 348	359 381 381	●	#1577	#15770
2007	Silverado and Sierra Classic Gen III LS	4.8L 5.3L 6.0L	2300	339 345 348	359 381 381	●	#1577	#1577
2007-13	GM 1500 Silverado and Sierra	4.8L 5.3L	2300	334 364	380 397	●	#1578	#15780
2007-13	GM 1500 Silverado and Sierra	6.2L	2300	407	434	●	#1579	#15790
2007-13	GM SUV's Gen IV LS	5.3L	2300	384	390	●	#1564	#15640
2007-13	GM SUV's Gen IV LS	6.2L	2300	–	–	●	#1567	#15670
2007-10	GM HD Silverado and Sierra	6.0L	2300	424	431	●	#1560	#15600
2011-13	GM HD Silverado and Sierra	6.0L	2300	399	395	●	#1561	#15610
2014-16	GM 1500 Silverado and Sierra	5.3L	2300	445	421	●	#1565	#15650
2015-16	Sports Utility Vehicle EcoTec	5.3L	2300	445	421	●	#1565	#15650
2014-16	GM 1500 Silverado and Sierra	6.2L	2300	528	496	●	#1566	#15660
2015-16	Sports Utility Vehicle EcoTec	6.2L	2300	528	496	●	#1566	#15660
2017	GM 1500 Silverado, 1500 Sierra and Sports Utility Vehicle	5.3L	2300	445	421	Pending	#1519	#15650
2017	GM 1500 Silverado, 1500 Sierra and Sports Utility Vehicle	6.2L	2300	528	496	Pending	#15192	#15660

Important Installation Notes: *Systems #1560, #15600, #1561, #15610, #1577, #15770, #1578, #15780, #1579, #15790 require an Edelbrock Supplemental Fuel Pump Kit (sold separately, see below). Failure to use a Supplemental Fuel Kit may result in engine damage and will void your warranty. #15790 will also fit 2007-08 1500 series trucks with a 6.0L engine (requires custom tune). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.***

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

MADE IN USA

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS MUSTANG



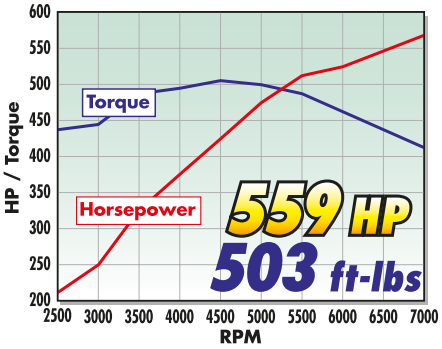




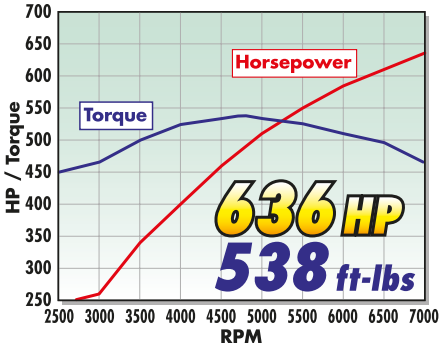


BOOST THE PERFORMANCE ON YOUR STOCK MUSTANG

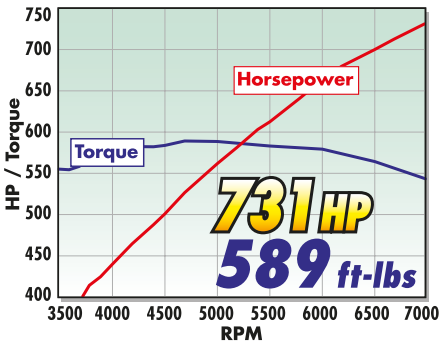
These Edelbrock E-Force Supercharger systems **will boost the performance of your Mustang to impressive levels without changing the daily driving characteristics.** These systems are exclusively designed to provide instant, reliable and safe horsepower for a stock Mustang with low boost for minimum stress on the engine. They feature minimum air restriction in and out of the supercharger, along with individual intake runners for maximum low end torque for great off throttle performance. E-Force superchargers provide the most power at the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.



Stage 1 System #1588



Stage 2 System #15896



Stage 2 System #15862

Cooling System Upgrade Kit #15804





Hardware Kit #15805

2005-06 MUSTANG COOLING SYSTEM UPGRADE KIT

Our Cooling System Upgrade kit is necessary when installing E-Force Supercharger system #1580 or #1585 in a 2005-06 Mustang GT. This kit relocates the thermostat from the cold side of the radiator to the hot side for improved cooling. Kit contains all necessary hoses, clamps and hardware.

Cooling System Upgrade Kit .....**#15804**

2009 MUSTANG HARDWARE KIT

This kit includes new intake gaskets and necessary hardware for installing E-Force Supercharger system #1580 or #1585 on 2009 Mustang 4.6L engines.

Hardware Kit (for 2009 Ford Mustang GT).....**#15805**

2015-17 MUSTANG 8-RIB CONVERSION KIT

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

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

PART NUMBERS IN RED ARE... NEW

E-FORCE SUPERCHARGERS

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



Stage 1 System #1586

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2005-09	**Ford Mustang**	4.6L 3V	2300	466	439	●	#1580	#15800
2010	**Ford Mustang**	4.6L 3V	2300	466	439	●	#1582	#15890
2011-14	**Ford Mustang**	5.0L 4V	2300	559	503	●	#1588	#15880
2015-17	**Ford Mustang**	5.0L 4V	2300	690	588	Pending	#1586	#15860
2015	**Ford Mustang** (complete)	5.0L 4V	2650	–	–	Pending	#15865	#158650
Stage 2 - Track Systems								
2005-09	**Ford Mustang** (complete)	4.6L 3V	2300	529	494	●	#15856	–
2005-09	**Ford Mustang** (upgrade)	4.6L 3V	2300	529	494	●	–	#15802
2011-14	**Ford Mustang** (complete)	5.0L 4V	2300	636	538	●	#15896	–
2011-14	**Ford Mustang** (upgrade)	5.0L 4V	2300	636	538	●	–	#15882
2015-17	**Ford Mustang** (complete)	5.0L 4V	2300	731	588	Pending	–	#15862
2015	**Ford Mustang** (complete)	5.0L 4V	2650	–	–	Pending	#15864	–
Stage 3 - Pro-Tuner Systems								
2005-09	**Ford Mustang**	4.6L 3V	2300	646+	646+	●	#1585	–
2010	**Ford Mustang**	4.6L 3V	2300	–	–	●	#1587	–
2011-14	**Ford Mustang**	5.0L 4V	2300	–	–	●	#1589	–
2015-17	**Ford Mustang**	5.0L 4V	2300	785+	660+	●	#15863	–

Important Installation Notes: *2005-06 installations require the use of Cooling Upgrade Kit #15804 (sold separately). 2009 installations will require Hardware Kit #15805 (sold separately). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.*** *Kit #15880 will fit BOSS Mustangs and will require custom tuning. #1580 will clear factory strut tower brace on Bullet models.*

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



Stage 1 System #1588



Stage 2 System #15896



Stage 2 Upgrade System #15882

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

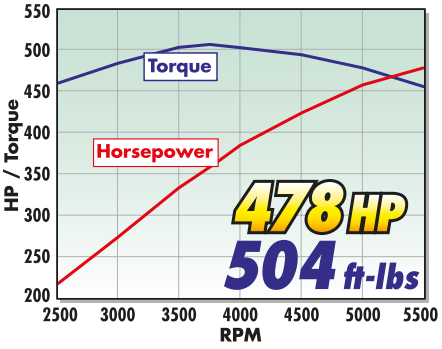
SUPERCHARGERS FORD TRUCKS AND SUV'S



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

Stage 1 System #1581

E-FORCE SUPERCHARGERS



Stage 1 System #1583 for 2009-10 F-150

IMPRESSIVE RESULTS FOR YOUR TRUCK AND SUV

Now you can bolt-on an Edelbrock E-Force Supercharger system and boost the power in your Ford F-150, Expedition or Lincoln Navigator. These E-Force Supercharger systems are specially designed for each application and will allow you to **boost your performance to impressive levels without changing the daily driving characteristics.** These systems feature long intake runners for maximum low end torque making them ideal for towing and off-road performance applications.

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2004-08	Ford F-150 2-Wheel Drive	5.4L 3V	2300	478	504	●	#1581	#15810
2009-10	Ford F-150 2-Wheel Drive	5.4L 3V	2300	–	–	●	#1583	#15830
2007-13	Ford Expedition Lincoln Navigator	5.4L 3V	2300	–	–	●	#1583	#15830
2011-14	Ford F-150	5.0L 4V	2300	421RW	422RW	●	#1584	#15840
2015-16*	Ford F-150	5.0L 4V	2300	–	–	Pending	#1557	#15570

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

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

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

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

MADE IN USA







4-WHEEL DRIVE HARDWARE KIT

This accessory package relocates the oil filter to clear the front differential when installing an E-Force Supercharger system on 2004-14 4WD F-150 trucks and 2007-13 SUV's.

Complete 4-Wheel Drive Accessory Kit ..... **#15834**

PART NUMBERS IN RED ARE... NEW

E-FORCE SUPERCHARGERS

50 state legal
E.O. Number D-215-91



Stage 1 System #1527



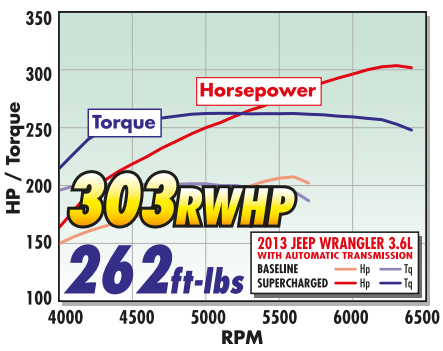
2012-16 JEEP WRANGLER

Now you can get the popular E-Force Supercharger for your Pentastar equipped JK! This E-Force Supercharger system is designed exclusively for the Pentastar 3.6L V6 engine. It is designed to increase torque for improved towing and off-road performance when you need it the most, while retaining great daily driving manners. It has been designed from the ground-up and utilizes the Eaton® 1320 TVS rotor assembly for maximum efficiency in a compact package. The manifold assembly also features a high capacity intercooler for reduced air temperature.

The Edelbrock E-Force Supercharger system is not just a performance upgrade, it also features great looks! The supercharger assembly is black powder coated for durability with machined highlights for a unique appearance that will give your engine compartment a distinct look.

UNIQUE E-FORCE FEATURES:

- *Exclusive Edelbrock compact design fits under the stock hood*
- *Bolt-on installation - everything fits right out of the box*
- *Features Eaton Gen VI 1320 TVS® rotor assembly; the same high-quality rotors used by many OEM manufacturers*
- *50-state emissions legal*
- *Self contained oil system with 100,000 mile service interval - no drilling or plumbing required*
- *Electronic PCM programming module, with application specific tuning*
- *Integrated bypass valve for minimal decrease in fuel economy*
- *Designed, cast and manufactured in the USA by Edelbrock*



Stage 1 System #1527

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2012-14	Jeep Wrangler	3.6L	1320	303	262	●	#1527	#15270
2015-16	Jeep Wrangler	3.6L	1320	303	262	●	#1528	#15280

Important Installation Note: *2015-16 systems will require you to remove your ECU and send it in for reprogramming, allow for a 3-day turnaround to process. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.***

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



Our supercharger assembly features a unique design that allows access to OEM oil filter for no hassle filter changes and a simplified installation.

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

MADE IN USA

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS FR-S, BRZ & GT86

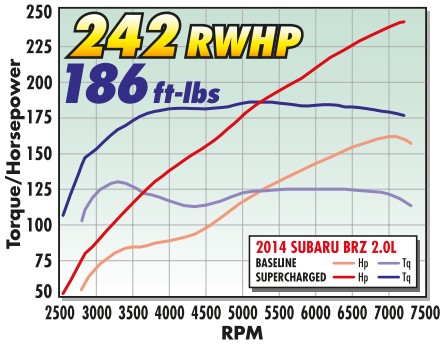
E-FORCE SUPERCHARGERS

50 state legal
E.O. Number D-215-93



Stage 1 System #1556





In dyno tests, E-Force system #1556 increased performance by 77 hp and 57 ft-lbs. to the rear wheels!



2012-16 SCION FR-S / SUBARU BRZ / TOYOTA GT86

Now you can get the popular E-Force Supercharger for your 2.0L equipped FR-S, BRZ, or GT86. **This E-Force Supercharger system is designed exclusively for the FA20/4U-GSE engine. It's unique inverted design allows for maximum flow, while retaining great daily driving characteristics.** It has been designed from the ground-up and utilizes the Eaton® 1320 TVS rotor assembly for maximum efficiency in a compact package. **As with all E-Force superchargers, this system features an efficient high flow inlet configuration that results in a shorter, less restrictive intake path for improved air flow and performance.** To cool the incoming air, is a large air-to-water intercooler and heat exchanger. **All of these features help the E-Force deliver dramatically improved performance, especially in the mid-range, where power dips have been eliminated for a smooth linear power curve.** Lastly, the supercharger assembly is finished with a durable black powder coating with red accents for a unique look that will let everybody know your car is E-Force powered!

UNIQUE E-FORCE FEATURES:

- *High Flow air box and filter that allows for 2x more air flow*
- *Compact design fits under the stock hood*
- *Supplied with preformed hoses for ease of installation - no trimming needed*
- *Bolt-on installation - everything fits right out of the box with no cutting or welding needed*
- *Features Eaton Gen VI 1320 TVS® rotor assembly; the same high-quality rotors used by many OEM manufacturers*
- *Self contained oil system with 100,000 mile service interval (no drilling or plumbing required)*
- *Includes an EcuTek® ProECU Programming Kit with E-Force tune*
- *Integrated bypass valve for minimal decrease in fuel economy*
- *50-state emissions legal*

Year	Model	Engine	TVS Series	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner	Without Tuner
Stage 1 - Street Systems								
2012-16*	Scion FR-S, Subaru BRZ & Toyota GT86	2.0L	1320	242RW	186RW	●	#1556	#15560

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

Important Installation Note: *Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program.* ***For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.***

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

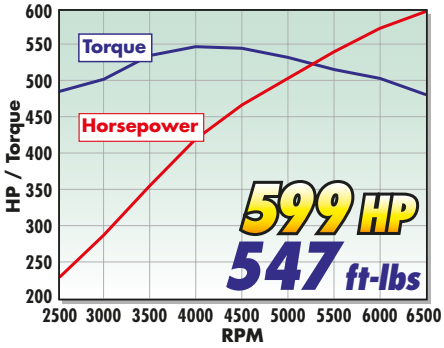
E-Force superchargers are manufactured in the USA for unsurpassed quality and performance

MADE IN USA

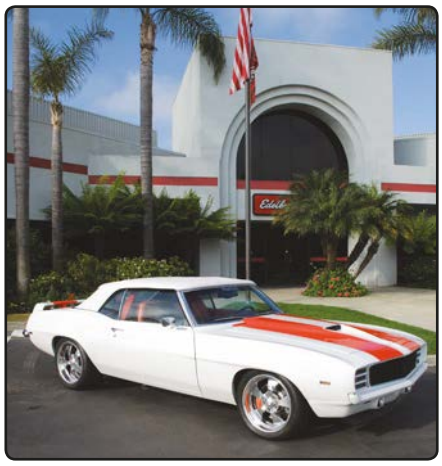
PART NUMBERS IN RED ARE... NEW



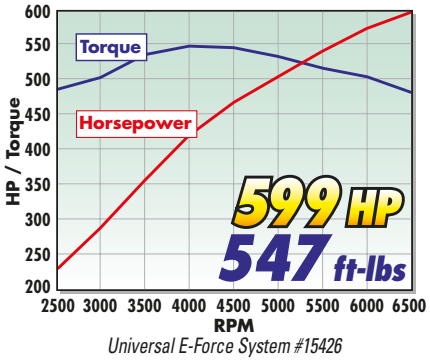
Edelbrock installed a Universal E-Force Supercharger System #1540 in Car Craft's 1965 El Camino test vehicle.



Universal System #1540



Edelbrock installed a Universal E-Force Supercharger System #1540 in Year One's 1969 Camaro.



Universal E-Force System #15426

50 state legal

E.O. Number D-215-89



Universal System #1540 Shown

UNIVERSAL SYSTEMS FOR CHRYSLER, GM & FORD ENGINE SWAPS

Edelbrock has designed these universal supercharger systems for street rods and muscle cars with Chrysler HEMI, GM LS/LT1 and Ford Coyote engines. These supercharger systems are designed to deliver maximum low end torque and great drivability. Edelbrock E-Force systems are designed to provide instant and reliable horsepower with low boost for minimum stress on the engine. **Its compact design fits under the stock hood on most applications** and complements the clean look of any engine compartment. These systems require the use of a universal heat exchanger (sold separately, see page 159 for listings). System #1540 includes handheld tuner for use with GM Parts LS Series Engine Control System #19258270. **Call for custom configurations.**

Block	Cylinder Head	Belt Offset	Emissions Code	With Tuner	Without Tuner
Universal Systems for GM LS/LT Engine Swap					
Gen III	LS Cathedral Port	Camaro/GTO (Gen IV 1998-02)	●	–	#15450
Gen III	LS Cathedral Port	Corvette	●	–	#15460
Gen III	LS Cathedral Port	Truck	●	–	#15461
Gen IV	LS2 Cathedral Port	Camaro/GTO (Gen IV 1998-02)	●	–	#15470
Gen IV	LS2 Cathedral Port	Truck (88mm Throttle Body)	●	–	#15480
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen IV 1998-02)	●	–	#15420
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen V 2010-12)	●	–	#15410
Gen IV	LS3/L92 Rectangular Port	Corvette	●	#1540	#15400
Gen IV	LS3/L92 Rectangular Port	Truck (88mm Throttle Body)	●	–	#15430
Gen IV	LS7 Rectangular Port	Corvette	●	–	#15490
Gen V	LT1 Rectangular Port	Corvette	●	–	#15597
Universal Systems for Chrysler Engine Swap					
Gen III 5.7L	Stock	Stock	●	–	#15347
Gen III 6.4L	Stock	Stock	●	–	#15357
Universal Systems for Ford Coyote Engine Swap					
5.0L	Stock	Stock	●	–	#15867

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

Edelbrock has designed these Universal E-Force supercharger systems for use with GM Performance's LC9 (#19258004) and LS3 (#19244805) E-Rod emissions-legal Gen IV small-block crate engines. These systems include all of the necessary components to increase the performance of these engines, while maintaining the E-Rod emissions-legal status. **These systems are ideal for use 1995 and earlier vehicles and kit cars that require emissions testing.** The supercharger housing features 12" long runners for maximum low end torque and great drivability. E-Force systems are designed to provide instant and reliable horsepower with low boost for minimum stress on the engine. It's compact design fits under the stock hood on most applications. Will require the use of a universal heat exchanger (sold separately, see page 159). Includes a handheld module for uploading the emissions-legal tune to the GM Parts Engine Control System. **These systems will require a fuel system with a consistent fuel flow of 60 psi to prevent engine damage.**

Engine	Belt Offset Type	HP	Torque (Ft-lbs.)	Emissions Code	With Tuner
GM E-Rod LC9 5.3L	Truck (88mm Throttle Body)	384	390	●	#15416
GM E-Rod LS3 6.2L	Corvette	599	547	●	#15426

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock SUPERCHARGERS ENFORCER





E-Force System #15141

E-FORCE ENFORCER SYSTEMS FOR S/B CHEVY

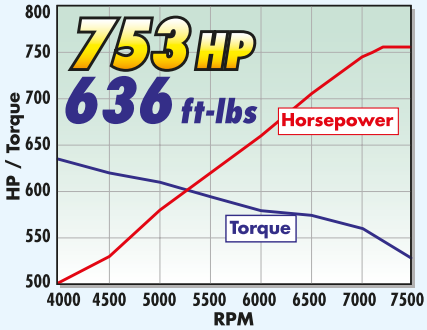
These E-Force Supercharger systems for small-block Chevy are a traditional positive displacement supercharger that is ideal for use in street rod and muscle car applications. They include a newly designed intake assembly with Eaton Gen VI 2300 TVS internals, manifold, drive pulleys, 10-rib serpentine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

E-FORCE SUPERCHARGERS

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

MADE IN USA

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



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

ENGINE SPECS

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

BOOST INFO

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

CAM SPECS

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

EFI SYSTEMS

These systems are setup for electronic fuel injected applications and feature a throttle body flange that will accept dual throttle bodies with 4150-style bolt pattern. These E-Force Supercharger systems also include a high capacity air to water intercooler with a bar and plate design and will require a low temp radiator (sold separately, see page 159) to cool the incoming intake charge.

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

Important Installation Notes: *Carb pad height: 11.73" (measured from the end seal surface), throttle body height: 2.66".*

CARBURETOR SYSTEMS

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

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

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

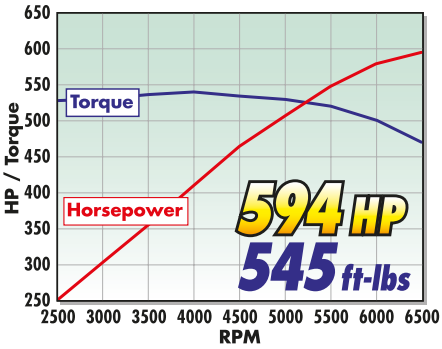
E-FORCE EFI KITS

This kit includes the core components needed for completing an Enforcer electronic fuel injected installation on a small-block Chevy engine. It includes two throttle bodies, Pro-Flo 3 ECU, wiring harness, fuel rails, injectors, gaskets and hardware. Available in satin aluminum, polished or black powder coated finish.

	Emissions Code	Satin	Polished	Black
E-Force EFI Kit (Throttle body height: 2.66")	●	#35800	#35801	#35803

PART NUMBERS IN RED ARE... NEW





E-Force system #1511 on a stock LS3 engine

E-FORCE ENFORCER SYSTEMS FOR LS ENGINES

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

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

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

- ***Carbureted systems include the supercharger housing with rotors and drive pulley, intake manifold with cathedral or rectangular ports and intermediary adapter plate with burst valve.***
- ***EFI systems include the supercharger housing with rotors and drive pulley, intake manifold, fuel rails and a high capacity air to water intercooler with a bar and plate design. A heat exchanger is required for installation to cool the intercooler water and is sold separately, see page 159.***
- ***Systems come with Corvette belt offset setup and Corvette crankshaft drive pulley adapter.***

Induction Application Type	Cylinder Head Type	Emissions Code	Satin	Polished	Black
Carbureted	Cathedral Port	●	#1512	#15121	#15123
Electronic Fuel Injected	Cathedral Port	●	#1526	#15261	#15263
Carbureted	Rectangular Port	●	#1511	#15111	#15113
Electronic Fuel Injected	Rectangular Port	●	#1512	#15121	#15123

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



E-Force Enforcer powered the 1972 Edelbrock station wagon for the 2014 Hot Rod Power Tour



Crankshaft Drive Pulley Adapter #15818

CRANKSHAFT DRIVE PULLEY ADAPTER

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

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



Tensioner Cover #15553

E-FORCE PERFORMER SERIES CARBURETORS

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

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



Tensioner Cover #15551

BILLET BELT TENSIONER COVERS

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

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Heat Exchanger #15408

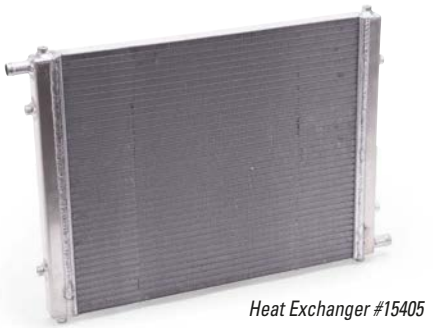


Heat Exchanger #15406

UNIVERSAL HEAT EXCHANGERS

Edelbrock offers a wide selection of Universal Heat Exchangers to work with the E-Force Universal or Enforcer Supercharger system. These heat exchangers offer reliability and durable construction for high performance street applications. Each heat exchanger includes a 3/4" barbed inlet and outlet for plumbing, along with M6x1.0 threaded bungs for mounting (except #15568 & #15549 which have brackets).

Construction / Design Type	btu/hr.	Dimensions Width	Height	Depth	Threaded Bungs	Emissions Code	Part No.
Dual Pass / Single Row	55,000	34"	14"	2.25"	4	●●	#15408
Single Pass / Two Row	22,000	26.5"	5"	2.62"	6	●●	#15406
Dual Pass / Single Row	44,600	24"	16.5"	2.12"	4	●●	#15569
Single Pass / Single Row	31,000	22"	16.5"	1.5"	8	●●	#15405
Dual Pass / Single Row	27,360	20"	10.75"	2.12"	–	●●	#15568
Dual Pass / Single Row	20,500	20"	8"	2"	–	●●	#15549
Dual Pass / Single Row	26,700	17"	11"	2"	4	●●	#15409
Single Pass / Single Row	22,000	16"	16"	1.5"	6	●●	#15407



Heat Exchanger #15405



Heat Exchanger #15569



Heat Exchanger #15407



Exchanger #15549



Exchanger #15409



Heat Exchanger #15568

FUEL INJECTORS

Edelbrock has a complete selection of fuel injectors that are the perfect accessory for our Stage 3 supercharger systems. Edelbrock fuel injector flow rates are at 300 Kpa or 43.5 psi.

lb/hr	Body Style (Length)	Connector Style	Kit Supplied In	For Use With	Spray	Emissions Code	Part No.
41	Long (60 mm)	USCAR	#1580, #1581, #1582, #1583	#1585,#1587	Dual	●	#15807
46	Medium (48 mm)	USCAR	#1530, #1532,#1534, #1535,#1536, #1538	#1531, #1533, #1537	Cone	●	#15909
50	Long (60 mm)	USCAR	#1588,#1584, #15986	–	Dual	●	#15901
52	Compact (38 mm)	USCAR	#1574, #1575, #1590, #1591, #1593, #1594, #1597, #1598	#1576, #1592, #1596, #1599	Offset Cone	●	#15907
60	Compact (48 mm)	Minitimer	#1572, #1540, #1521,#1523	#1573, #1576, #1586, #1592, #1595, #1596 #1599, #15997, #1520, #1522	Cone	●	#15903
60	Long (60 mm)	Minitimer	–	#1585, #1587, #1589	Cone	●	#3686



41 lb/hr Fuel Injectors #15807



60 lb/hr Compact Fuel Injectors #15903



Fuel Injector Adapters #15904

Important Installation Notes: *Injector length is measured from o-ring to o-ring.*

Fuel Injector Adapter (Set of 8).....**#15904**
Required for use with minitimer injectors on vehicles originally equipped with USCAR injectors.

PART NUMBERS IN RED ARE... NEW



E-Force Fuel Rail Kit #3623

E-FORCE FUEL RAILS FOR 2005-10 MUSTANGS

These fuel rails are designed for use with our 2005-10 Ford Mustang 4.6L 3V E-Force Supercharger Competition systems. These high capacity fuel rails are made from extruded aluminum and feature -6 AN ends for increased flow to support the demands needed in high horsepower applications. They also include positioning brackets to secure the injector in the ideal position for optimum performance. Kit contains fuel rails, fuel hoses, fittings, mounting brackets and all of the necessary hardware needed for installation.

E-Force Fuel Rail Kit for 2005-10 Ford Mustang (4.6L 3V) ..... **#3623**



E-Force Competition Air Intake System #15988

E-FORCE COMPETITION AIR INTAKE KITS

E-Force Competition Air Intake kits provide the increased air flow needed for racing applications. They include a high flow Mass Air Flow Sensor (on some applications), reusable open element filter, plastic shroud and all necessary hardware for installation. Mustang GT kits include a 7" long, reusable, open element filter and a plastic intake shroud. Camaro kit utilizes a 9" long, reusable, open element filter and plastic intake shroud. Kit #15803 is intended for use when upgrading from system #1580, which already includes a sensor. **These kits are for Competition use only.**

Year	Model	Emissions Code	Part No.
2010-14	**Camaro SS** (Uses factory MAF sensor)	●	#15988
2005-09	**Mustang GT** (without MAF sensor)	●	#15803
2005-09	**Mustang GT**	●	#15808
2010	**Mustang GT**	●	#15828
2011-14	**Mustang GT**	●	#15898
2015-16	**Mustang GT**	●	#15868



MAFS Sensor Kit #15401



Conical Air Filter #15403

MAF SENSOR KITS

Edelbrock's high flow Mass Air Flow Sensor (MAFS) for GM and Ford applications are the perfect upgrade for any MAFS equipped vehicle with performance upgrades that have elevated air flow above the range of the stock sensor. The Ford sensor #15402 increases the air flow to 113 lbs. per minute. Both kits utilize a large 95mm venturi style housing that reduces air flow restriction and improves the overall horsepower potential. These sensors feature an injection molded housing for OEM level precision with a modern blade-style element for the latest in technology and easy installation on newer vehicles. Match these kits with our conical air filters for the optimal air flow performance upgrade.

	Emissions Code	
Mass Air Flow Sensor Kit for GM Universal Applications	●	**#15401**
Mass Air Flow Sensor Kit for Ford Universal Applications	●	**#15402**



Pro-Charge Cleaning Kit #43600

REPLACEMENT CONICAL AIR FILTER

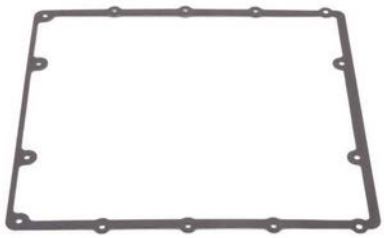
These replacement air filters will work with Edelbrock E-Force Competition Air Intake Kits as well as other aftermarket cold air intake systems. Available in 7" or 9" length with a 6" inlet diameter. Both air filters are washable and reusable.

	Emissions Code	
7" Universal Replacement Conical Air Filter	●	**#15403**
9" Universal Replacement Conical Air Filter	●	**#15404**

PRO-CHARGE™ AIR FILTER CLEANING KIT

The Edelbrock Pro-Charge Air Filter cleaning kit is the ideal formula for keeping performing at its best. Designed for use with any oil-based air filter element and available in a complete kit or individually.

Pro-Charge™ Air Filter Cleaning Kit (includes #43601 & #43602) ..... **#43600**
Air Filter Cleaner (10.14 oz) ..... **#43601**
Air Filter Oil (10.14 oz) ..... **#43602**



Replacement Lid Gasket #7397

REPLACEMENT LID GASKET

This is a replacement gasket for the E-Force supercharger lid cover. Will fit the following applications: Camaro systems #1562, #1563, #1596, #1597, #1598, #1599, #15960, #15990; Corvette systems #1572, #1573, #1574, #1575, #1576, #1590, #1591, #1592, #1593, #1594, #1595; Truck/SUV systems #1564, #1567, #1577, #1578, #1579.

E-Force Supercharger Lid Replacement Gasket ..... **#7397**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SUPERCHARGERS COMPONENTS & ACCESSORIES



Harmonic Damper #15819

18% OVERDRIVE DAMPER FOR 5.0L COYOTE

This is an overdrive damper for the Ford 5.0L Coyote engine. It features a 7.75" diameter 8-rib design that delivers maximum traction and stability in supercharged applications. Can also be used with 6-rib applications. It's an ideal solution for any supercharged application where a smaller pulley is not an option. This is the same damper used on our E-Force Coyote crate engine. This damper is **SFI approved** and recommended for supercharged applications only.

Harmonic Damper for Ford 5.0L Coyote Engines (7.75" diameter) .....**#15819**



Overdrive Crank Pulley #15815

15% OVERDRIVE CRANK PULLEY FOR E-FORCE EQUIPPED 2014-17 CORVETTE

This overdrive crank pulley is for use with a 2014-17 Corvette Stingray with an Edelbrock E-Force Supercharger system installed. It features an 8.7" diameter 10-rib secondary and stock diameter primary drive that delivers maximum traction and stability in supercharged applications. It's an ideal solution when a smaller pulley is not an option. **This crank pulley is for use with Edelbrock C7 Corvette E-Force Supercharger systems only.**

	Emissions Code	
Overdrive Crank Pulley for C7 Corvette E-Force Supercharger Systems (8.7")	●	.....**#15815**



Harmonic Damper #15709

REPLACEMENT HARMONIC DAMPERS FOR E-FORCE EQUIPPED 2014-15 CORVETTE'S

These replacement dampers are for use with 2014-15 C7 Corvette Stingrays equipped with an E-Force supercharger system. They are the same dampers that are supplied with all E-Force Corvette Stingray Supercharger systems. Damper #15709 can be use to convert a wet sump oil system to a dry sump system and #15719 can be used to convert a dry sump oil system to a wet sump oil system. Includes damper and bolt.

Harmonic Damper for 2014-15 Chevrolet Corvette Z51 (Dry Sump).....**#15709**
Harmonic Damper for 2014-15 Chevrolet Corvette Base Model (Wet Sump).....**#15719**



6-Rib Supercharger Pulleys

6 RIB-PULLEYS

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

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

8 RIB-PULLEYS

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

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



10 Rib Pulleys

10-RIB PULLEYS

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

Size	Emissions Code	Polished	Black
2.625"	●●	–	#15858
2.75"	●●	#15855	#15854
3.00"	●●	#15853	#15852
3.25"	●●	#15851	#15850
3.50"	●●	#15829	#15849
3.75"	●●	#15844	#15848
3.875"	●●	#15827	#15847
4.00"	●●	#15843	#15846
4.125"	●●	#15842	#15845

PART NUMBERS IN RED ARE... NEW



Dry Sump Accessory Kit #15905

DRY SUMP ACCESSORY KIT

This kit includes everything needed to install E-Force Supercharger systems #1590 and #1591 on a 2010-13 Corvette Grand Sport equipped with a dry sump oiling system. For use with manual transmission models only. **Not required for use with #1574 and #1575.**

Dry Sump Accessory Kit .....#15905



Belt Tensioner Brace #15806

BELT TENSIONER BRACE

This belt tensioner brace is intended for use on 2005-10 Mustangs, 2004-10 F-150 trucks and 2007-13 Ford SUVs with an aftermarket supercharger installed. The stock belt tensioner is cast aluminum and has been known to bend and even break under extreme driving. The Edelbrock Steel Belt Tensioner Brace is an inexpensive solution to this common problem. It simply bolts on to your stock tensioner and prevents any deflection of the cast arm. Already included with E-Force supercharger systems #1580, #1581, #1582, #1583, #1585 and #1587.

Steel Belt Tensioner Brace.....#15806



Tensioner Upgrade Kit #15035

TENSIONER UPGRADE KITS FOR GM SUPERCHARGER SYSTEMS

Tensioner Upgrade Kits are engineered to handle the increased belt stress encountered in high horsepower E-Force applications. They are an upgrade for any Edelbrock supercharger system produced prior to February 2013 and are now included on all systems thereafter. Kit includes tensioner, tensioner mounting bracket, Gatorback drive belt (except #15039 and #15032) and hardware.

Tensioner Upgrade for	Part No.
#1597	#15028
#1598	#15029
#1596, #1599 & #15997	#15032
#1574, #1590 & #1593	#15034
#1572, #1575, #1591 & #1594	#15035
#1573, #1576, #1592 & #1595	#15039

ALUMINUM COIL/SIDE COVERS

Dress up your competition kit with these coil covers that are included with the E-Force complete supercharger systems.

Year	Model	Part No.
2005-10	Mustang GT 4.6L	#41133
2015	Mustang GT 5.0L	#41135
2015-17	Mustang GT 5.0L with DP-3C E-Force System	#41137
2005-13	Corvette	#41123
2010-13	Corvette Grand Sport with Dry Sump (LS3) & Z06 (LS7)	#41103
2014-15	Corvette	#41124
2010-15	Camaro SS	#41143
2010-13	Camaro SS	#41142
2005-10	Chrysler HEMI	#41113
2011-14	Chrysler HEMI	#41114
2015-16	Chrysler HEMI with DP-3C E-Force System	#41139



Aluminum Side Covers #41133



Aluminum Side Covers #41124



Aluminum Side Covers #41143



Aluminum Side Covers #41142



Aluminum Side Covers #41113

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

EFI SYSTEMS INTRODUCTION



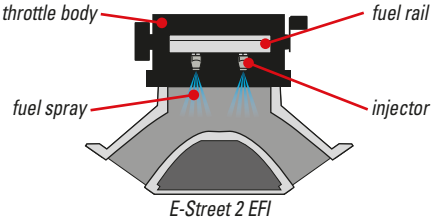
This 1972 Nova with E-Street 2 EFI is one of many Edelbrock R&D vehicles that is used for testing and product development.

EDELBROCK EFI SYSTEMS
CHOOSE FROM TWO GREAT SYSTEMS

Our line of EFI systems gives you two options to choose from when deciding to upgrade your engine to modern electronic fuel injection. Our EFI systems provide better cold starts, consistent performance at high altitudes, excellent throttle response and improved engine performance. **Our E-Street 2 and Pro-Flo 3 are the most complete EFI systems available on the market, giving you everything you need to add the power, performance and efficiency of fuel injection to your vehicle.** Both systems rely on self-mapping fuel technology and our E-Tuner Android app to simplify your tuning experience, no complicated laptop software required. All of our systems are dyno-tested to deliver proven-performance results. **Finally, we offer a dedicated support staff to assist you and answer any questions. Our EFI systems offer you the least complexity and most value for your dollar!**

WHAT IS THE BEST EFI SYSTEM FOR ME?

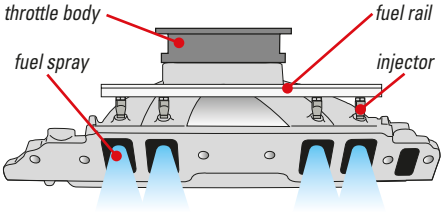
What is the differences between the E-Street 2 EFI and Pro-Flo 3 systems? These are questions we get all of the time at events, so here's the answer...



E-Street 2 EFI

E-Street 2 EFI features a throttle body with the fuel rails and injectors mounted directly on it. It delivers the fuel into the air flow stream in the plenum below the throttle body similar to a carburetor. It's the most universal and great for engines that don't have a direct port style intake manifold available.

Pro-Flo 3 EFI systems feature an intake manifold with fuel rails and individual injectors for each cylinder. The fuel injection is timed with the intake valve opening and delivered into the air flow stream at the end of the runner on the intake manifold right before it enters the combustion chamber. This is produces the best fuel atomization and distribution for the ultimate performance.



Pro-Flo 3 EFI





E-STREET® 2 EFI SYSTEMS

E-Street 2 Throttle Body EFI puts the emphasis on simplicity. This universal EFI system is easy to install and includes self mapping fuel technology - making it ideal for use on any V8 engine application equipped with a standard square-bore intake manifold. These systems are ideal for novice hot rod enthusiasts desiring the benefits of EFI. **See page 165 for more information.**

- ***Throttle Body Fuel injection***
- ***No tuning experience required - System provides self-mapping fuel technology to continually monitor and adjust fuel calibration***
- ***Ready to run right out of the box with pre-loaded calibrations***
- ***Supports fully programmable Ignition Control to optimize performance and fuel economy (sold separately)***
- ***Accepts traditional round air cleaners and maintains same hood clearance as a carburetor***
- ***Easy to use E-Tuner App that communicates via Bluetooth wireless for ECU setup and engine tuning adjustments. No Laptop required***
- ***System capable of adapting to limitless engine and camshaft profiles.***
- ***Available with or without 7" Android tablet with pre-loaded E-Tuner App***

PRO-FLO® 3 EFI SYSTEMS

Pro-Flo 3 EFI is the next step up from our entry level E-Street 2 system. This system uses our self mapping fuel technology to simplify your EFI conversion experience. These kits include everything you need to upgrade your engine to fully sequential port fuel injection. Giving you the best EFI performance possible with minimal complications. **See pages 167 for more information.**

- ***Fully Sequential Port Fuel injection***
- ***No tuning experience required - System provides self-mapping fuel technology to continually monitor and adjust fuel calibration***
- ***Ready to run right out of the box with pre-loaded calibrations***
- ***Includes fully programmable Ignition Control to optimize performance and fuel economy***
- ***Available in two intake manifold choices; traditional square-bore or with our exclusive Pro-Flo XT with front mounted 90mm throttle body***
- ***Easy to use E-Tuner App that communicates via Bluetooth wireless for ECU setup and engine tuning adjustments. No Laptop required***
- ***System capable of adapting to limitless engine and camshaft profiles.***
- ***Available with or without 7" Android tablet with pre-loaded E-Tuner App***

PART NUMBERS IN RED ARE... NEW

EDELBROCK EFI SYSTEMS COMPARISON CHART

System Features	E-Street 2	Pro-Flo 3
Ready to run right out of the box	✔	✔
Wide Band Oxygen Sensor included	✔	✔
Wide Band Closed Loop fuel control	✔	✔
Self-Learning technology	✔	✔
Throttle Body style fuel injection technology	✔	
Full Sequential Port fuel injection (individual injector firing)		✔
ECU is flash programmable (no chip) and includes base calibration	✔	✔
Real time tuning with E-Tuner application for Android smart phone or tablet	✔	✔
Bluetooth wireless communication with the Engine Control Unit (ECU)	✔	✔
Adjustable Rev Limiter	✔	✔
Programmable dual fan controls	✔	✔
Programmable Idle Speed control	✔	✔
Capable of direct firing an ignition coil (No CDI box necessary)	✔	✔
Kits come complete with ignition control components		✔
Ignition control kit sold separately	✔	
Intake manifold must be EFI specific for injector locations.		✔
Kits come complete with Edelbrock EFI intake manifold		✔
Optional plenum style intake manifold design with late model LS 90 mm throttle body		✔
Automatic system update notifications via Google Play store	✔	✔



EDELBROCK PERFORMANCE...
DYNO TESTED AND STREET PROVEN

Vic Edelbrock's 1932 Ford Coupe, built by Roy Brizio, made the long haul on the 2016 Northwest Deuce Days with Edelbrock Pro-Flo 3 EFI system #32401 under the hood. Vic's 32' was driven from San Francisco to Vancouver British Columbia and back. The small-block Ford 347 c.i. crate engine makes 438 horsepower and 413 ft-lbs. torque on pump gas with a 16 mpg average.



WHICH FUEL KIT IS BEST FOR MY INSTALLATION?

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

Fuel Kit Options	Features & Benefits	Limitations	Part No.
RETURN-STYLE FUEL KIT Ideal for any vehicle that is capable of mounting a fuel pump in a location lower than the fuel tank. Must have a gravity fed path from the fuel tank to the fuel pump. Performs well in all weather conditions.	• Supports up to 600 HP • Fuel pressure can be adjusted for optimum performance • Higher horsepower capacity than return-less system • Includes a return line to eliminate the potential for fuel vapor lock	• Will not work for 600+ HP engines • Unbaffled tanks may exhibit fuel starvation, due to sloshing at low fuel levels • Requires a return fitting to be installed in the fuel tank • More complicated installation	#3604 #3651 #3653
UNIVERSAL EFI SUMP FUEL KIT Best choice for any vehicle with an existing low pressure fuel system. Any user desiring any easy installation that delivers reliable fuel pressure performance and no potential for starvation at low fuel levels. Performs well in all weather conditions.	• Supports up to 750 HP • Easy to install • No need to run new fuel lines under vehicle • No issue with fuel starvation, due to sloshing • No fuel tank modifications required • Maintains pressure at low fuel levels	• Will not work for 750+ HP engines • Requires an existing mechanical or electric, low pressure pump in vehicle • Requires sufficient space to mount the sump in engine compartment	#3605 #3607 #36031 #36033

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

EFI SYSTEMS E-STREET

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



The Edelbrock E-Street 2 EFI is available with an optional easy-to-use 7" touch screen tablet to setup and monitor engine functions

BASE SYSTEM INCLUDES:

- *Engine Control Unit*
- *7" Touch Screen Tablet (optional)*
- *Complete Wiring Harness*
- *Fully Assembled Throttle Body*
- *E-Tuner Application for setup and Engine Monitoring*
- *Wide Band Oxygen Sensor*
- *Gaskets and Hardware*
- *Detailed Installation Instructions*



The E-Street 2 EFI E-Tuner App offers multiple digital gauge displays to choose from and is compatible with popular Android phones and tablets



SUPPORTS UP TO 600 HORSEPOWER



E-Street 2 EFI System #3664 Shown

E-STREET 2 EFI SYSTEM
AFFORDABLE UNIVERSAL THROTTLE BODY FUEL INJECTION

Ready to convert your V8 from a carburetor to a basic affordable EFI system? Then E-Street 2 EFI is your best option. Most E-Street 2 conversions can be completed in a single day requiring only basic mechanical skills and minimal tools. No complicated manifold swap necessary. **E-Street 2 utilizes our self-mapping fuel technology and E-Tuner Android App to simplify your tuning experience.** Combine your E-Street 2 EFI with an Edelbrock Universal EFI Sump Fuel kit and you only have to reach under your vehicle to install the O2 Sensor.

E-Street 2 EFI's new features include enhanced Bluetooth connectivity, refined base calibrations for a reduced self learning period, and a reworked throttle body with a true Carb look to help retain your vehicles classic under hood appearance. Another big change to E-Street 2 is the addition of ignition control. Ignition control has the capability to direct drive an ignition coil (optional Ignition Control Kit required), eliminating the extra expense and headaches involved with installing a CDI box. It also allows you to fully customize your ignition curve for ultimate power and MPG with in the E-Tuner App. **Finally, E-Street 2 is now compatible with most Android phones and tablets, allowing you to use your personal phone or tablet to tune and monitor your E-Street 2 EFI System.**

FEATURES INCLUDE:

- ***Ready to run right out of the box with pre-loaded calibrations***
- ***Self Mapping Fuel Technology...***
  - *No tuning experience required*
  - *System monitors Air Fuel Ratios and adjusts fuel calibration to continually improve engine performance as the vehicle is driven*
- ***Optional Ignition Control...***
  - *Capable of direct driving an ignition coil – No CDI box necessary*
  - *Adjust ignition curve with the E-Tuner App for optimal performance and MPG*
- ***System automatically compensates for altitude and weather changes***
- ***Industry leading dedicated support staff to assist and answer any questions***
- ***Includes easy to use E-Tuner App that features...***
  - *Bluetooth connectivity between ECU and Android phone or tablet*
  - *Multiple control functions including two adjustable cooling fan outputs, idle speed, AFR set points, acceleration fuel tuning and optional ignition control*
  - *Includes multiple dash display configurations for monitoring engine vitals and performance*
  - *Compatible with most Android phones and tablets*
  - *Available free from the Google Play store and will automatically send notifications when updates are available*
- ***Includes a fully assembled OEM quality wiring harness with pre terminated connectors and labeled connection for a simplified installation***

Description	Emissions Code	With Tablet	Without Tablet
E-Street 2 EFI System (base system only without fuel supply system)	●	#3664	#36649
E-Street 2 EFI System (base system with Return-Style Fuel Kit #3604)	●	#3665	#36659
E-Street 2 EFI System (base system with Universal EFI Sump Fuel Kit #3605)	●	#3667	#36679
E-Street 2 EFI System (base system with Universal EFI Sump Fuel Kit #36031)	●	#3668	#36678

Installation Notes: *This system will require a high pressure EFI compatible fuel delivery system. Some ignition systems may require additional components to be compatible with E-Street EFI system. Call for more info. Multiple fuel delivery kits are available and sold separately, see page 170 for selecting the right kit for your installation.* ***E-Street 1 systems harness and ECU are not compatible with E-Street 2 system, doing so will damage the ECU.***

PART NUMBERS IN RED ARE... NEW



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

THE MOST ADVANCED EFI TECHNOLOGY ON THE MARKET

Edelbrock's E-Street 2 EFI and Pro-Flo 3 line of fuel injection systems utilize the latest in Bluetooth Mobile Technology – all tuning related functions can be done on your Android smart phone or tablet device with the Edelbrock E-Tuner App. The E-Tuner App features an easy to use setup wizard to guide you through the setup process for your specific engine package. E-Tuner App also includes page specific help files for assistance if needed. **E-Tuner App is available free from Google Play Store, Android devices will receive automatic App update notifications as Edelbrock releases updates.**









E-STREET 2 EFI SYSTEM
NOW AVAILABLE WITH IGNITION CONTROL FOR INCREASED PERFORMANCE

Now you can get the ultimate control of your engine when using the expanded ignition timing control feature of E-Street 2 EFI. This new feature gives you the ability to easily adjust your ignition curve specifically for your engine setup, eliminating the hassle, complexity and limitations of the standard distributor advance mechanism. This type of control will result in a smoother idle, faster acceleration, better peak power, improved fuel economy and the ability to control detonation, all with the touch of your finger in the E-Street 2 EFI E-Tuner app. The purchase of one of our Ignition Control kits, sold separately, is required in order to access this exciting new feature.



Ignition Control Kit #3674



Ignition Control Kit #3679



Ignition Control Kit #3675



Ignition Control Kit #3676

E-STREET 2 EFI IGNITION CONTROL KITS

These E-Street 2 EFI Ignition Control Kits allow you to take advantage of the new ignition control functions of E-Street 2 EFI. Each kit includes a high quality plug and play distributor designed specifically for E-Street 2 EFI and wiring harness.

AMC 1967-1969 343-390 & 1970-1991 304-401 ..... **#3679**
Small and Big-Block Chevy ..... **#3674**
Small-Block Chrysler 318-340-360 ..... **#3680**
Big-Block "B" Chrysler 361-400 ..... **#3677**
Big-Block "RB" Chrysler 413-426-440 ..... **#3678**
Ford 289-302 ..... **#3675**
Ford 351W ..... **#3676**
Pontiac 326-455 ..... **#3681**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

EFI SYSTEMS PRO-FLO 3

SUPPORTS UP TO 775 HORSEPOWER



Pro-Flo 3 EFI System #3220 Shown

PRO-FLO® 3 ELECTRONIC FUEL INJECTION



Advanced Ignition Timing Control Features

PRO-FLO 3 SYSTEMS INCLUDE:

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



The Edelbrock Pro-Flo 3 EFI system is available with an optional easy-to-use 7" Android touch screen tablet for setup and monitor engine functions

PRO-FLO 3 EFI SYSTEM

EASY SELF-LEARNING EFI THAT ANYBODY CAN USE

Our Pro-Flo 3 EFI systems are the next step up from our popular E-Street 2 EFI systems. Pro-Flo 3 has combined all the great features of E-Street 2, but offers the ultimate in performance and power with the precise efficiency only a fully sequential port EFI system can deliver. If you desire the performance of true fuel injection without the complexity involved in tuning calibrations, then Pro-Flo 3 is for you.

Pro-Flo 3 does not require laptop tuning. **The key to the system is our exclusive E-Tuner application with base calibrations that have been developed on our dyno.** The E-Tuner app uses a Bluetooth wireless connection to communicate with the ECU's self-learning capability to continually adjust the calibration to get the maximize performance of your engine. **E-Tuner features a simple and easy to use setup wizard to help you get started.** Best of all, the E-Tuner app is free and can be downloaded from the Google Play Store, allowing you to use your personal Android based smart phone or tablet. If you don't have a compatible device, then we also offer kits that include a 7" Android tablet with the E-Tuner app pre-installed.

Another great feature of Pro-Flo 3 is the ability to control both fuel and spark from the E-Tuner app. E-Tuner app gives you complete control of the system with the ability to adjust air-fuel ratios, ignition curve, idle speed, acceleration fuel, coolant fans, Rev limiter and much more. Multiple dash displays are included to allow you to monitor engine vitals and performance from your Android smart phone or tablet.

FEATURES INCLUDE:

- ***Ready to run right out of the box with pre-loaded calibrations***
- ***Self Mapping Fuel Technology...***
  - *No tuning experience required*
  - *No laptop tuning required - System will adjust the calibration to continually improve engine performance as the vehicle is driven*
- ***Optional Ignition Control...***
  - *Capable of direct driving an ignition coil – No CDI box necessary*
  - *Adjust ignition curve with the E-Tuner App for optimal performance and MPG*
- ***Offered with multiple fuel injector choices...***
  - *29 lb/hr for small cubic inch engines that support up to 550 hp*
  - *35 lb/hr for engines that support up to 625 hp*
  - *60 lb/hr for engines that support 625+ hp*
- ***System automatically compensates for altitude and weather changes***
- ***Industry leading dedicated support staff to assist and answer any questions***
- ***Includes easy to use E-Tuner App that features...***
  - *Bluetooth connectivity between ECU and Android phone or tablet*
  - *Multiple control functions including two adjustable cooling fan outputs, idle speed, AFR set points, acceleration fuel tuning and optional ignition control*
  - *Includes multiple dash display configurations for monitoring engine vitals and performance*
  - *Compatible with most Android smart phones and tablets*
  - *Available free from the Google Play Store and will automatically send notifications when updates are available*
- ***Includes a fully assembled OEM quality wiring harness with pre terminated connectors and labeled connection for a simplified installation***
- ***Choose from a return-style or our unique Universal Fuel Sump for your fuel system (sold separately)***

PART NUMBERS IN RED ARE... NEW



Pro-Flo 3 kit #3225



Pro-Flo 3 kit #3232

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

Application Description	Max HP Rating	Injector Size	7" Tablet Included	Emissions Code	Satin Finish	Polished Finish
SMALL-BLOCK CHEVROLET						
1986 and earlier S/B Chevy with standard cylinder heads	550	29 lb/hr	Yes	🔵	#3220	#32201
1986 and earlier S/B Chevy with standard cylinder heads	550	29 lb/hr	No	🔵	#32200	#322010
1986 and earlier S/B Chevy with standard cylinder heads	625	35 lb/hr	Yes	🔵	#3221	#32211
1986 and earlier S/B Chevy with standard cylinder heads	625	35 lb/hr	No	🔵	#32210	#322110
S/B Chevy with Vortec or E-Tec cylinder heads	550	29 lb/hr	Yes	🟡	#3225	#32251
S/B Chevy with Vortec or E-Tec cylinder heads	550	29 lb/hr	No	🟡	#32250	#322510
BIG-BLOCK CHEVROLET						
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval-port cylinder heads	625	35 lb/hr	Yes	🔵🟡	#3230	#32301
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval-port cylinder heads	625	35 lb/hr	No	🔵🟡	#32300	#323010
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval-port cylinder heads	850	60 lb/hr	Yes	🔵🟡	#3231	#32311
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval-port cylinder heads	850	60 lb/hr	No	🔵🟡	#32310	#323110
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular-port cylinder heads	625	35 lb/hr	Yes	🔴🔵🟡	#3232	#32321
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular-port cylinder heads	625	35 lb/hr	No	🔴🔵🟡	#32320	#323210
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular-port cylinder heads	775	60 lb/hr	Yes	🔴🔵🟡	#3233	#32331
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular-port cylinder heads	775	60 lb/hr	No	🔴🔵🟡	#32330	#323310
CHRYSLER						
318-340-360	625	35 lb/hr	Yes	🟡	#3253	#32531
318-340-360	625	35 lb/hr	No	🟡	#32530	#325310
413-426-440	625	35 lb/hr	Yes	🟡	#3256	#32561
413-426-440	625	35 lb/hr	No	🟡	#32560	#325610
FORD						
289-302-347	625	35 lb/hr	Yes	🔵🟡	#3240	#32401
289-302-347	625	35 lb/hr	No	🔵🟡	#32400	#324010
289-302-347	550	29 lb/hr	Yes	🔵🟡	#3241	#32411
289-302-347	550	29 lb/hr	No	🔵🟡	#32410	#324110
351W	625	35 lb/hr	Yes	🔵🟡	#3242	#32421
351W	625	35 lb/hr	No	🔵🟡	#32420	#324210
390-428 FE	625	35 lb/hr	Yes	🔵🟡	#3244	#32441
390-428 FE	625	35 lb/hr	No	🔵🟡	#32440	#324410
PONTIAC						
326-455 (except Ram Air V and 265/301 V8's)	550	29 lb/hr	Yes	🔵🟡	#3260	#32601
326-455 (except Ram Air V and 265/301 V8's)	550	29 lb/hr	No	🔵🟡	#32600	#326010
326-455 (except Ram Air V and 265/301 V8's)	625	35 lb/hr	Yes	🔵🟡	#3261	#32611
326-455 (except Ram Air V and 265/301 V8's)	625	35 lb/hr	No	🔵🟡	#32610	#326110

Installation Notes: *These systems will require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately, see the page 170 for selecting the right kit for your installation.* ***#3220/#3221*** *manifold height: 4.58".* ***#3225*** *Manifold height: 4.58", throttle body height: 2.25".* ***#3230/#3231*** *manifold height: 5.90".* ***#3232/#3233*** *manifold height: 5.90".* ***#3253/#3256*** *manifold height: 6.30".* ***#3240/#3241*** *manifold height: 6.35".* ***#3242/#3244*** *manifold height: 6.25".* ***#3260/#3261*** *manifold height: 6.60". (see pages 81-82 for manifold reference dimensions).*

CONTINUED ON THE NEXT PAGE...

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

EFI SYSTEMS PRO-FLO 3



Pro-Flo 3 kit #3227 with Pro-Flo XT Intake Manifold and Satin Finish



Pro-Flo 3 kit #32273 with Pro-Flo XT Intake Manifold and Black Powder Coated Finish



PRO-FLO® 3 ELECTRONIC FUEL INJECTION





Pro-Flo 3 kit #3235 with Pro-Flo XT intake manifold



Pro-Flo 3 kit #3257 with Pro-Flo XT intake manifold

SYSTEMS WITH A PRO-FLO XT INTAKE MANIFOLD & 90MM THROTTLE BODY

Application Description	Max HP Rating	Injector Size	7" Tablet Included	Emissions Code	Satin Finish	Polished Finish	Black Finish
SMALL-BLOCK CHEVROLET							
1986 and earlier S/B Chevy with standard cylinder heads	550	29 lb/hr	Yes	🔵	#3227	#32271	#32273
1986 and earlier S/B Chevy with standard cylinder heads	550	29 lb/hr	No	🔵	#32270	#322710	#322730
1986 and earlier S/B Chevy with standard cylinder heads	625	35 lb/hr	Yes	🔵	#3226	#32261	#32263
1986 and earlier S/B Chevy with standard cylinder heads	625	35 lb/hr	No	🔵	#32260	#322610	#322630
S/B Chevy with Vortec or E-Tec cylinder heads	550	29 lb/hr	Yes	🟡	#3228	#32281	#32283
S/B Chevy with Vortec or E-Tec cylinder heads	550	29 lb/hr	No	🟡	#32280	#322810	#322830
BIG-BLOCK CHEVROLET							
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads	625	35 lb/hr	Yes	🔴🔵🟡	#3235	#32351	#32353
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads	625	35 lb/hr	No	🔴🔵🟡	#32350	#323510	#323530
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads	775	60 lb/hr	Yes	🔴🔵🟡	#3236	#32361	#32363
1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads	775	60 lb/hr	No	🔴🔵🟡	#32360	#323610	#323630
CHRYSLER							
413-426-440	625	35 lb/hr	Yes	🔴🟡	#3257	#32571	#32573
413-426-440	625	35 lb/hr	No	🔴🟡	#32570	#325710	#325730

Installation Notes: *These systems will require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately, see the next page for selecting the right kit for your installation.* ***#3227/#3226/#3228*** *Manifold height: A-9.2", B-8.4", C-16.9", D-2.1", E-0°;* ***#3235/#3236*** *Manifold height: A-9.8", B-10.0", C-17.8", D-0.0", E-10°;* ***#3257*** *Manifold height: A-9.7", B-9.6", C-15.9", D-4.0", E-15° (see pages 81-82 for manifold reference dimensions).*

PART NUMBERS IN RED ARE... NEW



Return-Style Fuel Kit #3604

RETURN-STYLE EFI FUEL KIT

These kits includes everything needed to upgrade a carbureted fuel system to a high pressure EFI system, excluding the fuel tank. These return-style kits will complete the fuel system loop by returning unused fuel to the tank. Each kit includes a high pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets and hardware. These kits are ideal for use with Edelbrock E-Street 2 and Pro-Flo 3 EFI systems, as well as many popular aftermarket EFI systems.

Kit #3604 features fuel regulator #1729 that is adjustable from 35-90 psi. Kits #3651/#3653 feature our new rail mounted fuel regulator preset to 48 or 58 psi. Our new fuel pressure regulator features a unique design that allows it to be mounted directly to the fuel rail, eliminating the hassle of trying to find a mounting place in the engine bay. It features a compact push-in design with a swivel style mounting bracket, so that it can be clocked in various directions to fit your setup. **A baffled fuel tank is recommend to prevent fuel starvation.**

Description	Pressure (PSI)	Max Flow Rate (GPH / LPH)	Supported HP	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	600	#3604
Preset EFI Return-Style Fuel Kit	43	67 / 255	600	#3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	600	#3653

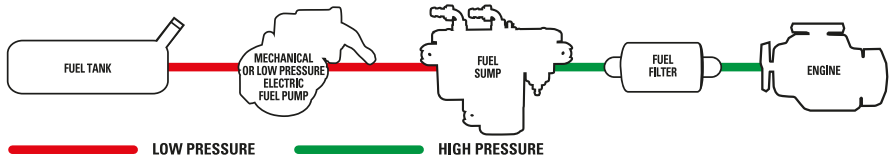


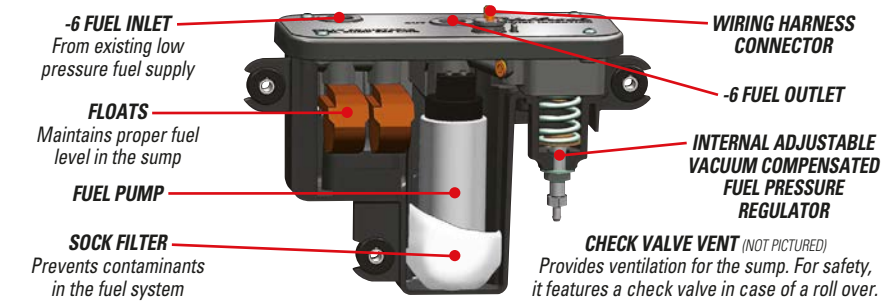
Universal EFI Sump Fuel Kit #36031

UNIVERSAL EFI SUMP FUEL KITS

These Universal Sump Fuel Kits are designed to provide the necessary high fuel pressure required for EFI applications in vehicles equipped with an existing low pressure carbureted fuel system. They are a complete self-contained system that can be easily installed under the hood. The unique design of these systems allow them to deliver a constant fuel pressure with no fuel return line, external fuel pressure regulator or fuel tank modifications. They are compatible with the existing factory fuel tank and pump. **They are ideal for use with various aftermarket EFI systems and with many popular engine swap applications that require constant 35-70 psi fuel pressure.**

HOW DOES IT WORK?







Universal EFI Sump Fuel Kit #3607

Kits #3605/#3607 are preset and rated for engines up to 600 HP. Adjustable Fuel Sump Kits #36031/#36033 feature a new compact design that is adjustable from 35 to 90 psi and includes a vacuum reference port. They are available in 67 and 105 gph flow rates and can support up to 750 HP. Both are great solutions when used with an E-Street, Pro-Flo 3 or other aftermarket EFI system.

Each complete kit includes a durable molded, lightweight plastic fuel sump tank with high pressure fuel pump installed, wiring harness, universal mounting brackets, hose, fittings and all of the necessary hardware for installation. **These kits are the most affordable way to make your fuel system EFI ready.**



Universal EFI Sump Fuel Kit #3605 Installed

Description	Pressure (PSI)	Max Flow Rate (GPH)	Size (H x W x D)	Part No.
Preset Universal EFI Sump Fuel Kit	58	67	13" x 7.75" x 5"	#3605
Preset Universal EFI Sump Fuel Kit	49	67	13" x 7.75" x 5"	#3607
Replacement Preset Universal EFI Sump Fuel Tank Only	58	67	13" x 7.75" x 5"	#36052
Adjustable Universal EFI Sump Fuel Kit	35-90	67	9" x 10" x 3.75"	#36031
Adjustable Universal EFI Sump Fuel Kit	35-90	105	9" x 10" x 3.75"	#36033
Replacement Adjustable Universal EFI Sump Fuel Tank Only	35-90	67	9" x 10" x 3.75"	#36032
Replacement Adjustable Universal EFI Sump Fuel Tank Only	35-90	105	9" x 10" x 3.75"	#36034

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

THROTTLE BODIES



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

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

EDELBROCK THROTTLE BODIES

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



Edelbrock throttle bodies include all hardware for a complete installation



Pro-Flo XT Throttle Body #3869

PRO-FLO XT

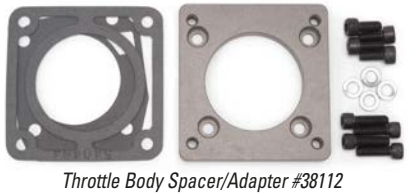
These 90mm single bore throttle bodies are designed specifically for use with our Pro-Flo XT EFI manifolds and Victor EFI intake elbows. They are ideal for high performance street, race and custom EFI system installations. Available satin, polished or black powder coat finish. **Universal Pro-Flo XT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

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

50 state legal



Throttle Body/EGR Plate #3825/#3828



Throttle Body Spacer/Adapter #38112



Throttle Body Adapter #38353

FORD

1986-95 5.0L MUSTANGS

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

Description	Emissions Code	65mm	70mm	75mm
1986-93 Mustang Throttle Body and EGR Plate	●	#3824 #3827	#3825 #3828	#3826 #3829
Spacer/Adapter for Honda and Acura	●	–	#38112	#38122
Universal Spacer/Adapter (undrilled)	●	–	#38113	#38123
Replacement Gasket Sets	N/A	#3830	#3830	#3831

1994-95 MUSTANG THROTTLE BODY ADAPTER

This adapter is required to install Edelbrock 5.0L intake manifolds #3821, #7123 and #7126 on 1994-95 Mustangs. It must be used with Edelbrock 65mm, 70mm or stock throttle bodies. Available in titanium gray and black powder-coated finish to match the Performer 5.0L and Performer RPM II 5.0L intake manifolds.

Description	Emissions Code	Grey	Black
Throttle Body Adapter for Edelbrock Manifolds #3821, #7123 & #7126	●	#3835	#38353
EGR Supply Tube Spacer for #7123 (use with #3835 or #38353)	●	#8025	#8025

PART NUMBERS IN RED ARE... NEW



LS1 Throttle Body #3867

GM

LS1 SERIES

Designed to fit factory plenum with no modifications. They are cast, fully machined, and assembled by Edelbrock using all new components including a pre-set TPS and an idle air bypass solenoid. Extra idle control is provided with the addition of an idle bleed screw. **50-state street legal E.O. Number D-215-75.**

Year	Model	Throttle Bore Size	Emissions Code	Satin
1998-99	Camaro & Firebird	80mm	●	#3867

VICTOR LS SERIES

Designed for modified Gen III-IV engines, the Victor LS Series 90mm throttle bodies increase flow and horsepower in high-performance street or competition applications. Throttle bodies #3864/#38643 include a LS1 stock-style TPS and IAC. Throttle body #386403 does not include the TPS and IAC. Extra idle control is provided with the addition of an idle bleed screw. They have an LS1/LS2 flange that can be mounted on aftermarket LS1 manifolds with a 90mm opening as well as LS2/LS7 factory manifolds. They do not retain the lower water tube and are perfect for enthusiasts who want to use an LS2 or LS7 in an older vehicle with no fly-by-wire throttle.



LS Series 90mm Throttle Body #38643

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

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



Universal Throttle Body #3878

UNIVERSAL 4-BARREL

These progressive 4-barrel throttle bodies bolt directly to standard square-bore or 4500 Series carb mount flanges for competition electronic fuel injection systems based on our Victor Series manifolds. Fully machined by Edelbrock and include a GM style throttle position sensor (TPS). They are available with and without an idle air control (IAC) motor. Will fit standard style air cleaners (5-1/8" or 4500 series). Available in satin or black powder coated finish.

Description	Carb Flange Type	CFM	Throttle Bore Size	Emissions Code	Satin	Black
Universal 4-Barrel with Delphia/GM IAC Motor	4150	1000	1.75"	●●	#3878	#3978
Universal 4-Barrel with Delphia/GM IAC Motor	4500	1600	2.00"	●●	#3879	#3979
Universal 4-Barrel with Delphia/GM IAC Motor	4500	2000	2.25"	●●	#3888	–
Universal 4-Barrel with Hitachi Linear IAC Motor	4150	1000	1.75"	●●	#38783	–
Universal 4-Barrel without IAC Motor (Accepts GM/Delphi IAC motor only)	4500	1600	2.00"	●●	#3862	–
Universal 4-Barrel without IAC Motor (Accepts MotoTron IAC motor only)	4500	2000	2.25"	●●	#38633	–

Installation Note: *It may be necessary to plenum match the carb flange of the intake manifold to eliminate a positive step created by the oversized bores of throttle body #3888 or #38633. #38783 includes a Hitachi (PWM) IAC motor (two wire).*



Universal Throttle Body #3978



Universal Throttle Body #3888



Universal Throttle Body #38783

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

INTAKE ELBOWS STREET & COMPETITION



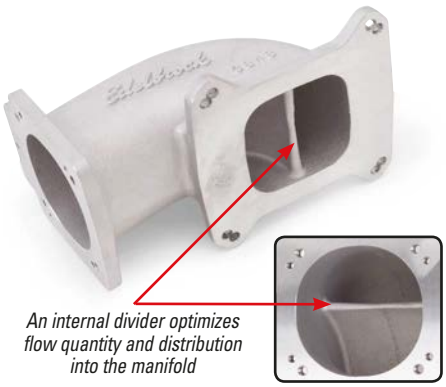
Ultra Low Profile Intake Elbow #3847



Low Profile Intake Elbow #3848



High Flow Intake Elbow #38493



An internal divider optimizes flow quantity and distribution into the manifold



Throttle Body Adapter #2737

THROTTLE BODY INTAKE ELBOWS

DESIGNED FOR LS SERIES AND 5.0L THROTTLE BODIES

These elbows were developed by the Edelbrock engineering team using the latest in Computational Fluid Dynamic (CFD) software. Edelbrock Throttle Body Elbows are the best way to adapt LS1, LS2 and Ford 5.0L-based throttle bodies to EFI manifolds with traditional square-bore mounting pads. An internal divider optimizes flow quantity and distribution into the manifold and they can be mounted forward, backward, or sideways on Victor EFI square-bore manifolds. Three versions allow EFI tuners to position the throttle body low for hood clearance or higher for maximum airflow. Available in satin or black powder coated finish. All Edelbrock Throttle Body Elbows include a universal throttle cable bracket.

LOW & ULTRA LOW PROFILE ELBOWS

Ultra Low Profile Elbow #3847 is designed to fit our Victor Jr. LS1 EFI manifold #29085 and is ideal for tight engine compartments. The throttle bore center sits 9.00" forward and only 0.56" up from the manifold mounting flange. Includes throttle body adapter plate #2737 for use with LS1 throttle bodies. We recommend Edelbrock 90mm throttle body #3869 for optimum performance. **Low Profile Elbow #3848** has a throttle body bore center 7.00" forward and 2.00" above the manifold flange. Designed for use with Edelbrock Pro-Flo XT throttle bodies #3869/#38693/#3818/#38183, GM and Ford 90mm throttle bodies.

Description	Throttle Body Size	Emissions Code	Satin	Black
Ultra Low Profile Intake Elbow	up to 90mm	●	**#3847**	**#38473**
Low Profile Intake Elbow	up to 90mm	●	**#3848**	**#38483**

Installation Note: *Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.*

HIGH FLOW ELBOWS

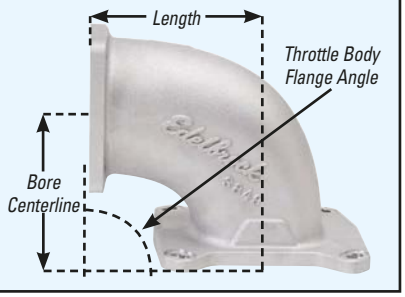
These elbows are designed for use in high hp race applications. An internal divider optimizes flow distribution to all ports of the manifold by reducing turbulence. **High Flow Elbow #3849** is an ultra high flow version which measures 4.50" from flange to throttle body centerline (7.75" overall height). During flow testing this elbow provided up to **1,050 cfm** with a 90mm throttle body and **1,150 cfm** with a 95mm throttle body. Does not accept LS1 throttle bodies. Intake Elbow **#3814** has a universal bolt pattern and is the best way to adapt a single throttle body to a Dominator® 4500 style flange EFI manifold without sacrificing air flow. The throttle body flange accepts 90-95mm LS1, LS2 and Ford 5.0L based throttle bodies.

Intake Elbow **#3815** is also engineered for use on a Dominator® 4500 style flange manifold. It has a **120mm opening for maximum flow** and is capable of over 1,400 naturally aspirated hp. The throttle body flange uses a 4.250" square bolt pattern. This elbow flows 1,800 cfm @ 20.5 in H2O. Includes a universal throttle bracket.

Description	Throttle Body Size	Emissions Code	Satin	Black
High Flow Intake Elbow	up to 90mm	●	**#3849**	**#38493**
High Flow Intake Elbow for 4500 Flange	up to 95mm	●	**#3814**	**#38143**
High Flow Intake Elbow for 4500 Flange	up to 120mm	●	**#3815**	**#38153**

INTAKE ELBOW DIMENSIONS

Part No.	Length	Bore Centerline	Overall Height	Throttle Body Flange Angle
#3814	8.0"	6.0"	8.86"	100°
#3815	8.0"	6.0"	8.86"	100°
#3847, #38473	9.0"	0.56"	3.62"	102°
#3848, #38483	7.0"	2.0"	5.04"	95°
#3849, #38493	5.50"	4.5"	7.75"	90°



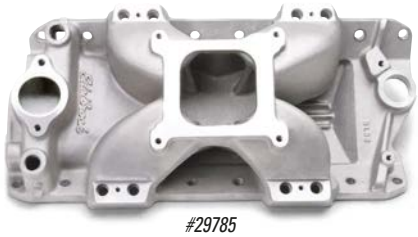
Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

THROTTLE BODY ADAPTER & GASKET

Throttle Body Adapter for LS1 Throttle Body to EFI Elbow ..... **#2737**
Throttle Body Flange Gasket (for 90mm throttle bodies #3847, #38473, #3848 & #38483) ..... **#3813**

PART NUMBERS IN RED ARE... NEW


#29785


#28455


#70855


#28155


#29365

EDELBROCK EFI MANIFOLDS
VICTOR AND SUPER VICTOR INTAKES

These EFI intake manifolds make it easier to convert to electronic fuel injection for high performance engines. Injector bosses have been precisely positioned and machined for excellent fuel spray patterns and maximum power. Universal 4-barrel throttle bodies, intake elbows, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your competition EFI system.

SMALL-BLOCK CHEVY **Page No.**
Victor E 23° EFI 37
Victor E-Tec EFI for E-Tec/Vortec Heads 39
Super Victor EFI for E-Tec/Vortec Heads 39

CHEVY LS1
Victor Jr. LS1/LS2 Competition EFI Intake Manifold Only 41
Super Victor LS1/LS2 EFI Manifold 41
Super Victor LS3 Manifold EFI for 4500 Style Throttle Bodies 42
Super Victor LS3 Manifold EFI for 4150 Style Throttle Bodies 42
Victor Jr. LS Series Gen IV EFI Manifold for LS3 Heads 43

BIG-BLOCK CHEVY
Victor Jr. 454-R EFI 48
Victor Jr. 454-O EFI 48
Victor Tunnel Ram Base Only for EFI Applications 49
Super Victor BBC EFI 50
Super Victor BBC EFI Tall-Deck 50
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 9.8" 51
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 10.2" 51
Big Victor Spread-Port for Brodix Big Duke heads 9.8" 51
Big Victor Spread-Port for Brodix Big Duke heads 10.2" 51

SMALL-BLOCK CHRYSLER
Super Victor Small-Block Chrysler EFI (non-EGR) 54

BIG-BLOCK CHRYSLER
Victor 440 EFI (non-EGR) 56
Victor 426-572 HEMI EFI (non-EGR) 57

SMALL-BLOCK FORD
Victor Jr. 302 EFI 61
Super Victor EFI for 8.2 (non-EGR) 61
Super Victor EFI for 351W (9.5" deck) 66

FORD 4.6L
Victor Jr. Ford 4.6L SOHC EFI Manifold Only 69

FORD FE
Victor FE EFI (for standard square-bore & 4500 series throttle bodies) 70

BIG-BLOCK FORD
Victor Ford 460 EFI (non-EGR) 71

HOLDEN
RPM Air-Gap EFI 72

PONTIAC
Torker II EFI Pontiac (non-EGR) 77
Torker II EFI Pontiac Polished (non-EGR) 77
Super Victor EFI Pontiac (based on #2956) 77
Super Victor EFI Pontiac (based on #2957) 77


#29545


#29245

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

MADE IN USA

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

EFI COMPONENTS



Wide Band Air/Fuel Ratio Interface #3532

WIDE BAND AIR/FUEL RATIO KIT
FOR PRO-FLO 2, PRO-FLO XT, PRO-FLO XT-R FUEL INJECTION SYSTEMS

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

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

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



Dual Channel Wide Band Amplifier Kit #91170



MAX-FIRE IGNITION

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



Wide Band O2 Sensor #91171

WIDE BAND OXYGEN SENSOR

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

Wide Band Oxygen Sensor ..... **#91171**

WIDE BAND OXYGEN SENSOR CABLE EXTENSION

This extension cable measures 12 feet in length and is designed for extending the Edelbrock O2 Sensor #91171 to the Edelbrock Wide Band Sensor Harness. It is provided with the connector terminated on one end only, allowing for the cable length to be tailored to custom applications. It can then be terminated with the provided connector.

Wide Band Oxygen Sensor Cable Extension (12 ft.) ..... **#91173**



O2 Sensor Weld-On Bung #91172

OXYGEN SENSOR WELD-ON BUNG

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

02 Sensor Weld-On Bung ..... **#91172**



EFI Supplemental Harness Kit #36054

EFI SUPPLEMENTAL HARNESS KIT

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

Supplemental Harness Kit ..... **#36054**

PART NUMBERS IN RED ARE... NEW


#22-3664


#22-3220


#3687


#51-4106


#3574


#3583


#3635


#3685


#35360


#37-3605


#3589


#36018


#3588


#3578


#3587


#36013


#36015


#36019


#3599


#36017


#8041

ENGINE CONTROL UNITS

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

FUEL INJECTORS

lb/hr @ 43 PSI	Description	Color Code	Emissions Code	Single Part No.	Set of 8 Part No.
61	Deka IV Tall – High Impedance	–	●●	#3687	#3686
60	Siemens Short Body (For use with E-Street, E-Street 2 & Pro-Flo 3 systems)	Blue	●●	#51-4106	–
19	Pico – High Impedance	Light Blue	●●	#3574	–
29	Pico – High Impedance	White	●●	#3583	#3853
35	Pico – High Impedance	Green	●●	#3635	#3636
44	Pico – High Impedance	Yellow	●●	#3685	#3684

Fuel Rail Stands For Use With Pico Fuel Injectors (Set of 4 for Pro-Flo 2 systems) ..... **#3619**

ELECTRONICS

Calibration Module (for use with Pro-Flo 2 and Pro-Flo XT Systems) ..... **#35360**
Calibration Module (for use with original Pro-Flo Systems) ..... **#3519**
Calibration Tablet with 7" Screen (for E-Street, E-Street 2 & Pro-Flo 3 systems) ..... **#37-3605**
USB to Serial Converter ..... **#91147**
30 AMP Harness Power Relay (12 volt, for Pro-Flo 2 systems only) ..... **#36014**
Pro-Flo Ignition Amplifier (for Pro-Flo systems) ..... **#3518**
Bluetooth Antenna Retro Fit Kit (for first generation E-Street systems only) ..... **#3523**

SENSORS

Throttle Position Sensor (clockwise rotation, GM type) ..... **#36018**
Throttle Position Sensor (for E-Street, Pro-Flo, Pro-Flo 2 & Pro-Flo 3 systems) ..... **#3582**
Coolant Temp Sensor ..... **#3589**
Coolant Temp Sensor (for E-Street and Pro-Flo 3 systems) ..... **#36012**
Air Temp Sensor for Push-In Connections ..... **#3578**
Air Temp Sensor with 3/8"-18 NPT Thread (for E-Street & E-Street 2 systems) ..... **#3588**
MAP Sensor (for first generation Pro-Flo systems) ..... **#3587**
MAP Sensor 1 Bar (for E-Street, Pro-Flo 2 & Pro-Flo 3 systems) ..... **#36019**
MAP Sensor 2 Bar (for Pro-Flo 2 systems) ..... **#36020**
Oxygen Sensor (narrow band, 4-wire for use with Pro-Flo & Pro-Flo 2 systems) ..... **#36013**
Wide Band Oxygen Sensor (for the Pro-Flo Sportsman systems) ..... **#36010**
Wide Band Bosch 4.9 Oxygen Sensor (for E-Street, E-Street 2 & Pro-Flo 3 systems) ..... **#37-3604**
Pro-Flo 3 Fuel Sensor Kit (1/8"-27 NPT) ..... **#3546**
EFI PCV Valve ..... **#3592**
PCV Valve Fitting ..... **#3593**
Fuel Pressure Sensor (M16 thread, for E-Street & E-Street 2 systems) ..... **#51-5022**

IDLE MOTORS

GM Stepper IAC Motor (for E-Street, E-Street 2, Pro-Flo XT & Pro-Flo 3 systems) ..... **#36015**
PWM Idle Air Motor and Gasket (Hitachi, for Pro-Flo 3 systems) ..... **#36017**
Idle Air Motor (for Magneti Marelli Throttle Bodies) ..... **#3599**

FUEL DELIVERY

Fuel Pump 67 gph @ 43 psi, 3/8" hose barb inlet/outlet (M10x1.0) ..... **#3594**
Fuel Pump 80 gph @ 43 psi, -10 AN inlet/outlet ..... **#1790**
Fuel Pump 120 gph @ 43 psi, -12 AN inlet/outlet ..... **#1794**
Fuel Pump for MPFI 57 gph @ 43 psi ..... **#3581**
EFI Pump relay ..... **#3586**
Fuel Filter ..... **#3596**
Regulator Fitting (-6 AN for Pro-Flo 2, Pro-Flo XT & Pro-Flo 3 systems) ..... **#3577**
Fuel Pressure Regulator (-6 AN inlet/outlet/bypass) ..... **#1728**
Fuel Pressure Regulator (-10 AN inlet/outlet -6 AN bypass) ..... **#1729**
Fuel Pressure Regulator (for Pro-Flo 2 & Pro-Flo XT systems) ..... **#3584**
Fuel Pressure Regulator (for Performer MPFI kits) ..... **#3595**
Fuel Pressure Regulator Kit with Rail Mount (-6 AN, 43 psi, for Pro-Flo 3 systems) ..... **#17400**
Fuel Pressure Regulator Kit with Rail Mount (-6 AN, 58 psi, for Pro-Flo 3 systems) ..... **#17401**

GASKETS

Replacement 2V Air Valve Gasket (for Pro-Flo 2 systems #35030) ..... **#3894**
Replacement 4V Air Valve Gasket (for Pro-Flo 2 systems #3500 & #3550) ..... **#3895**
Replacement Throttle Body Flange Gasket (for 90mm throttle body) ..... **#3813**

THROTTLE BRACKET

Throttle & Trans Kickdown for 4150 Style Pro-Flo 3 Throttle Body ..... **#8041**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

IGNITION INTRODUCTION

MAX-FIRE IGNITION

MADE IN USA

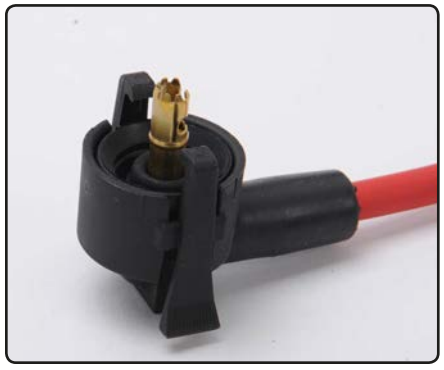
Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.



Ultra-Spark 500 Plug Wires #22702



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





Ultra-Spark 50 Plug Wires #22714

HIGH PERFORMANCE SPARK PLUG WIRES

Max-Fire® Ultra-Spark® performance spark plug wires are manufactured from highest quality materials to help deliver maximum voltage – ensuring the ultimate performance. These wires have an extremely high EMI/RFI suppression along with a very low resistance to help deliver the most spark possible. They feature a heavy duty 8.5mm diameter silicone jacket to protect the Kevlar spiral wound core from heat, moisture and chemicals.

Max-Fire offers two levels of spark plug wires; Ultra-Spark 500 and Ultra-Spark 50. **Ultra-Spark 500** is a great choice for replacing OEM wires and are value priced. **They feature high quality leads that deliver 500 ohms of EMI/RFI noise suppression with low resistance.** They are ideal for daily drivers and for budget builds, offering the best combination of value and performance. **Ultra-Spark 50** spark plug wires are engineered for high performance engines that need all of the voltage they can get for maximum power output. **They are made with wire leads that deliver a low 40 ohms of resistance per-foot for maximum EMI/RFI noise suppression.** This makes them ideal for engines with aftermarket high performance upgrades that require maximum voltage.

FEATURES & BENEFITS

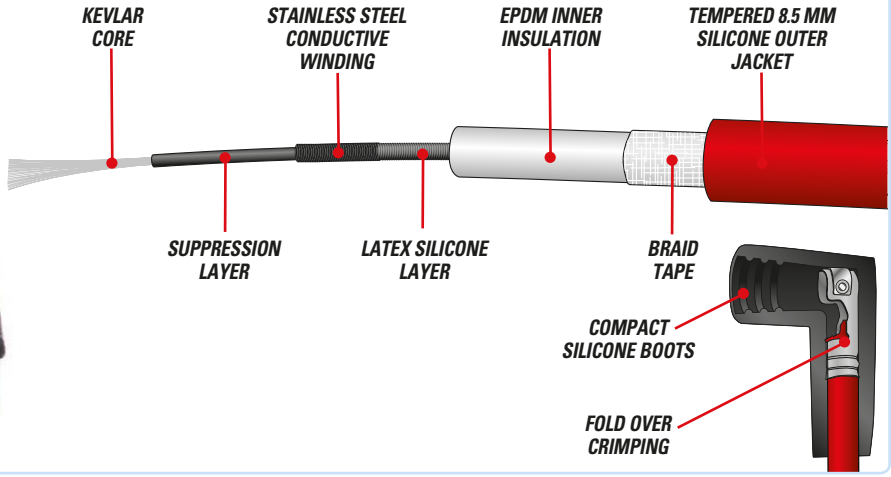
- ***8.5mm diameter reduces voltage leak for improved performance over smaller diameter designs***
- ***Features a spiral wound Ferro-magnetic Kevlar core that creates an effective EMI choke, along with high dielectric strength inner insulation***
- ***Silicone jacket is chemical resistant and won't crack or shrink when exposed to extreme temperatures***
- ***Each engine specific applications are made to length for a perfect fit***
- ***Universal applications can be cut to length during installation for a custom fit***
- ***Select kits includes 45° silicone plug boots (most applications) and stainless steel distributor cap terminals with silicone boots that are moisture resistant***
- ***Features high-quality snap and lock style terminals for easy installation***
- ***Engineered for use with automotive, marine and industrial engines***
- ***Meets SAE J2031 Class E specifications***
- ***Made to meet or exceed O.E.M. specifications***

SEE PAGES 180-182 FOR ENGINE SPECIFIC APPLICATIONS AND PAGE 179 FOR UNIVERSAL APPLICATIONS.

PART NUMBERS IN RED ARE... NEW

ULTRA SPARK 50



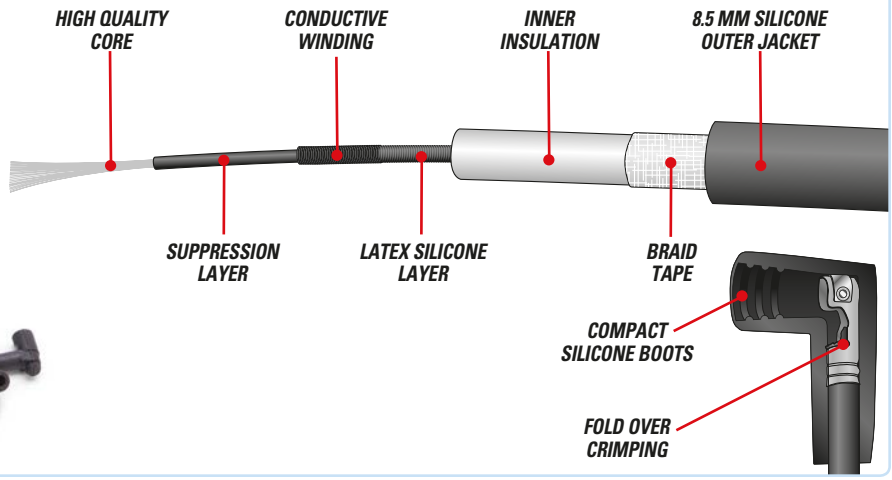


COMPARISON CHART

Specifications	Brand "A" SuperStock 4000 Series	Brand "A" SuperStock 5000 Series	Brand "M" Street-Fire	Brand "M" Super Conductor	Max-Fire Ultra-Spark 500	Max-Fire Ultra-Spark 50
OHMS Resistance Per Foot	Meets OEM Spec	500	500	50	500	50
Boot Temp	450°	550°	450°	450°	450°	450°
Core	Carbon Graphite	Spiral Wound	Kevlar Core Ferrel	Magnectic Impregnatted Ferral	Magnetic Kevlar	Magnetic Kevlar
Terminal Material	Stainless Steel	Stainless Steel	Heavy Duty	Stainless Steel	Stainless Steel	Stainless Steel
Wire Diameter	7-8MM	7-8MM	8MM	8.5MM	8.5MM	8.5MM

ULTRA SPARK 500





IMPORTANT TECH TIP INFORMATION

CHECK YOUR SPARK PLUG WIRES REGULARLY

Like everything else on your car, spark plug wires need to be checked and require periodic changing. If you want to keep the performance of your engine at the optimal level, we recommend you replace your spark plug wires at the same time you replace your spark plugs. Fouled, damaged, or worn out spark plugs can lead to a variety of engine problems, such as misfires, hard starts, increased emissions, poor fuel economy and reduce acceleration. For most vehicles, you should replace your spark plugs every 30,000 miles.

MADE IN USA

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MAX-FIRE IGNITION



Ultra-Spark 500 Universal Plug Wires #22700 with Straight Boots



Ultra-Spark 50 Universal Plug Wires #22710 with Straight Boots

TECH TIP

IMPORTANT INFORMATION

CHECK YOUR SPARK PLUG WIRES REGULARLY.

Like everything else on your car, spark plug wires need to be checked and require periodic changing. If you want to keep the performance of your engine at the optimal level, we recommend you replace your spark plug wires at the same time you replace your spark plugs. Fouled, damaged, or worn out spark plugs can lead to a variety of engine problems, such as misfires, hard starts, increased emissions, poor fuel economy and reduce acceleration. For most vehicles, you should replace your spark plugs every 30,000 miles.

UNIVERSAL HIGH PERFORMANCE SPARK PLUG WIRES

Max-Fire® Universal spark plug wire sets feature the same high quality as our model specific sets, but give you the flexibility to tailor them to fit your V8 application perfectly.

Each kit has the spark plug boot pre-installed from the factory and is available in straight or 90° boots. The straight boot sets are a "Vari-Angle" boot. This allows the boots to be bent and hold their position in tight areas to clear headers. They include early OEM socket style and late style HEI plug distributor terminals to make sure your covered. They are available in both performance levels; Ultra-Spark 500 and Ultra-Spark 50, giving you the option to choose the best for your performance level.

Kits #22700 and #22710 with straight boots include the following wire lengths; one 53", one 49", two 45", one 41", one 37" and two 33". Kits #22701 and #22711 with 90° boots include the following wire lengths; one 50", one 47", two 43", one 39", one 35", two 31".

Each kit includes 8 spark plug wires (varying lengths), 11 points style terminals, 11 HEI plug style terminals, 9 straight distributor boots, 9 90° distributor boots, 1 distributor to coil wire, crimping tool, dielectric grease and installation instructions. Will require the use of a wire crimping tool to complete the installation.

Cyl.	Points Style Terminals	HEI Style Terminals	Boot End Angle Type	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
8	Included	Included	Straight	#22700	#22710
8	Included	Included	90°	#22701	#22711



Ultra-Spark 500 Universal Plug Wires #22701 with 90° Boots



Ultra-Spark 50 Universal Plug Wires #22711 with 90° Boots

PART NUMBERS IN RED ARE... NEW

Application	Year	Cyl.	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
BUICK						
Century, Regal, Skylark	1977	8	305 / 5.0L		#22702	#22712
Century, Regal	1980	8	305 / 5.0L		#22703	#22713
Century	1981	8	305 / 5.0L		#22703	#22713
Century, Regal	1977	8	350 / 5.7L	Eng. VIN L	#22702	#22712
CADILLAC						
Escalade	2002-05	8	325 / 5.3L	Coil Stamped 12558693	–	#22715
Escalade	2002-06	8	364 / 6.0L		–	#22715
CHECKER						
Marathon	1980	8	267 / 4.4L		#22703	#22713
Marathon	1977-79	8	305 / 5.0L		#22702	#22712
Marathon	1980	8	305 / 5.0L		#22703	#22713
Marathon	1974-79	8	350 / 5.7L		#22702	#22712
CHEVROLET						
Nova	1975	8	262 / 4.3L		#22702	#22712
Malibu	1979	8	267 / 4.4L		#22703	#22713
Caprice, Imapa, Malibu	1980	8	267 / 4.4L		#22703	#22713
Silverado 1500	1999-07	8	294 / 4.8L	Eng. VIN V, Coil Stamped 12558963	–	#22715
Tahoe	2000-06	8	294 / 4.8L	Coil Stamped 12558963	–	#22715
Camaro, El Camino, Monza, Nova	1976	8	305 / 5.0L		#22702	#22712
C10, C10 Suburban, C20, C20 Suburban, El Camino, G10, G20, K10, K10 Suburban, K20, K20 Suburban, K5 Blazer, Malibu, Monte Carlo	1977	8	305 / 5.0L		#22702	#22712
Monte Carlo	1978-80	8	305 / 5.0L		#22703	#22713
Malibu	1978-81	8	305 / 5.0L		#22703	#22713
Caprice, Impala	1980	8	305 / 5.0L		#22703	#22713
C10, C10 Suburban, C20, C20, Suburban, Camaro, K10, K10 Suburban, K5 Blazer	1981-85	8	305 / 5.0L		#22703	#22713
Silverado 2500	2005	8	323 / 5.3L	Coil Stamped 12558963	–	#22715
Avalanche 1500	2002-05	8	323 / 5.3L	Coil Stamped 12558693	–	#22715
Suburban 1500	2003-05	8	323 / 5.3L	Coil Stamped 12558693	–	#22715
Sonora	2003-06	8	323 / 5.3L		–	#22715
Avalanche 1500	2006	8	325 / 5.3L	Coil Stamped 12558693	–	#22715
Silverado 1500	1999-07	8	325 / 5.3L	Eng. VIN B,T, Coil Stamped 12558963	–	#22715
Silverado 2500	2000, 06	8	325 / 5.3L	Coil Stamped 12558693	–	#22715
Suburban 1500	2000-02, 2006	8	325 / 5.3L	Coil Stamped 12558693	–	#22715
Tahoe	2000-06	8	325 / 5.3L	Coil Stamped 12558693	–	#22715
Caprice, Chevelle, Nova	1973	8	350 / 5.7L	w/ HEI	#22702	#22712
Bel Air, Camaro, Caprice, El Camino, Impala, Laguna, Malibu, Monte Carlo, Nova	1974-75	8	350 / 5.7L	w/ HEI	#22702	#22712
Malibu	1980	8	350 / 5.7L		#22703	#22713
C10	1981	8	350 / 5.7L		#22703	#22713
C10, K10, K30	1982	8	350 / 5.7L	Eng. VIN L	#22703	#22713
C10 Suburban, C20, C20 Suburban, K10 Sububan, K20, K20 Suburban, K5 Blazer	1981-82	8	350 / 5.7L		#22703	#22713
Suburban 1500	2006	8	364 / 6.0L	Coil Stamped 12558963	–	#22715
Silverado 1500 HD Classic, 3500 Classic, 3500 HD	2007	8	364 / 6.0L	Coil Stamped 12558963	–	#22715
Silverado 2500	1999-04	8	364 / 6.0L	Coil Stamped 12558963	–	#22715
Suburban 2500	2000-06	8	364 / 6.0L	Coil Stamped 12558963	–	#22715
Silverado 1500 HD, 3500	2001-06	8	364 / 6.0L	Coil Stamped 12558963	–	#22715
Silverado 2500 HD	2001-07	8	364 / 6.0L	Eng. VIN U, Coil Stamped 12558963	–	#22715
Silverado 1500	2004-07	8	364 / 6.0L	Eng. VIN N, Coil Stamped 12558963	–	#22715
Bel Air, Caprice, El Camino, Impala, Laguna, Malibu, Monte Carlo	1974	8	400 / 6.6L	w/ HEI	#22702	#22712
Bel Air, Caprice, El Camino, G20, G30, Impala, K10, K10 Suburban, K20, K20 Suburban, K5 Blazer, Laguna, Malibu, Monte Carlo	1975	8	400 / 6.6L		#22702	#22712

CONTINUED ON NEXT PAGE...

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

MAX-FIRE IGNITION ENGINE SPECIFIC CHART

Application	Year	Cyl.	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
CHEVROLET (CONTINUED)						
C10, C20, C20 Suburban, C30, Caprice, El Camino, G10, G20, G30, Impala, K10, K10 Suburban, K20, K20 Suburban, K5 Blazer, P30	1976	8	400 / 6.6L		#22702	#22712
C10, C20, C20 Suburban, C30, G20, G30, K10, K10 Suburban, K20, K20 Suburban, K30, K5 Blazer, P10	1977	8	400 / 6.6L		#22702	#22712
P30	1998-99	8	454 / 7.4L	En. VIN B	–	#22715
DeTOMASO						
Pantera	1984-86	8	351 / 5.8L		#22704	#22714
FORD						
LTD, Mustang	1984-86	8	302 / 5.0L		#22704	#22714
Country Squire, LTD Crown Victoria, Mustang	1987	8	302 / 5.0L		#22704	#22714
Bronco, E-150 Econoline, E-150 Econoline Club Wagon, E-250 Econoline, F-150, F-250, Mustang	1988-93	8	302 / 5.0L		#22704	#22714
Bronco, E-150 Econoline, E-150 Econoline Club Wagon, F-150, F-250, Mustang	1994-96	8	302 / 5.0L		#22704	#22714
LTD, Ranchero	1979	8	351 / 5.8L		#22704	#22714
LTD II, Thunderbird	1979	8	351 / 5.8L	Windsor Eng.	#22704	#22714
E-100 Econoline Club Wagon, E-150 Econoline, E-150 Econoline Club Wagon	1980-81	8	351 / 5.8L		#22704	#22714
E-100 Econoline, E-250 Econoline, E-250 Econoline Club Wagon, E-350 Econoline, E-350 Econoline Club Wagon	1980	8	351 / 5.8L	Windsor Eng.	#22704	#22714
E-100 Econoline, E-250 Econoline, E-250 Econoline Club Wagon, E-350 Econoline, E-350 Econoline Club Wagon, F-100, F-150, F-250, F-350	1981	8	351 / 5.8L	Windsor Eng.	#22704	#22714
E-100 Econoline, F-150	1981	8	351 / 5.8L	Windsor Eng.	#22704	#22714
E-100 Econoline Club Wagon, E-150 Econoline, E-150 Econoline Club Wagon, E-250 Econoline, E-250 Econoline Club Wagon, E-350 Econoline, E-350 Econoline Club Wagon, F-250, F-350	1982	8	351 / 5.8L		#22704	#22714
E-100 Econoline, F-150	1982	8	351 / 5.8L	Windsor Eng.	#22704	#22714
Bronco, E-100 Econoline, E-100 Econoline Club Wagon, E-150 Econoline, E-150 Econoline Club Wagon, E-250 Econoline, E-250 Econoline Club Wagon, E-350 Econoline, E-350 Econoline Club Wagon, F-150, F-250, F-350	1983	8	351 / 5.8L		#22704	#22714
LTD	1984-86	8	351 / 5.8L		#22704	#22714
Bronco, E-150 Econoline, E-150 Econoline Club Wagon, E-250 Econoline, E-250 Econoline Club Wagon, E-350 Econoline, E-350 Econoline Club Wagon, F-150, F-250, F-350	1984-87	8	351 / 5.8L	w/ EEC IV	#22704	#22714
LTD Crown Victora	1987	8	351 / 5.8L		#22704	#22714
GMC						
Caballero	1979-80	8	267 / 4.4L		#22703	#22713
Sierra 1500	1999-06	8	267 / 4.8L	Square Coil	–	#22715
Yukon	2000-06	8	267 / 4.8L	Square Coil	–	#22715
Sierra 1500	2007	8	267 / 4.8L	Eng. VIN U - Old Body Style - Round Coil	–	#22715
C15, C15 Suburban, K15, K15 Suburban, Sprint	1976	8	305 / 5.0L		#22702	#22712
C15, C15 Suburban, C25, C25 Suburban, G15, G25, Jimmy, K15, K15 Suburban, K25, K25 Suburban, Sprint	1977	8	305 / 5.0L		#22702	#22712
G15, G25	1978	8	305 / 5.0L		#22702	#22712
C1500, C1500 Suburban, C2500, G1500, G2500, G3500, Jimmy, K1500	1981	8	305 / 5.0L		#22703	#22713
C1500, C1500 Suburban, C2500, C2500 Suburban, G1500, G2500, Jimmy, K1500, K1500 Suburban	1982	8	305 / 5.0L		#22703	#22713
Sierra 1500	1999-06	8	325 / 5.3L	Square Coil	–	#22715
Sierra 1500	2007	8	325 / 5.3L	Univers	–	#22715
Sierra 2500	1999, 2000	8	325 / 5.3L	Square Coil	–	#22715

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PART NUMBERS IN RED ARE... NEW

Application	Year	Cyl.	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
GMC (CONTINUED)						
Yukon, Yukon XL 1500	2000-06	8	325 / 5.3L	Square Coil	–	#22715
Sprint	1974	8	350 / 5.7L	w/ HEI	#22702	#22712
C15, C15 Suburban, C25, C25 Suburban, C35, Jimmy, K15, K15 Suburban, K25, K25 Suburban, P25, P35, Sprint	1975	8	350 / 5.7L		#22702	#22712
G15, G25, G35	1975	8	350 / 5.7L	w/ HEI	#22702	#22712
G15, G35	1978	8	350 / 5.7L		#22702	#22712
C1500, C1500 Suburban, C2500, C2500 Suburban, K1500 Suburban, K2500, K2500 Suburban	1981		350 / 5.7L	Eng. VIN L	#22703	#22713
Jimmy, K1500	1981	8	350 / 5.7L		#22703	#22713
C1500, C1500 Suburban, G1500, G2500, G3500, Jimmy, K1500, K1500 Suburban	1982	8	350 / 5.7L		#22703	#22713
C2500, C2500 Suburban, K2500, K2500 Suburban	1982	8	350 / 5.7L	Eng. VIN L	#22703	#22713
C15, C15 Suburban, C25, C25 Suburban, C35, G15, G25, G35, Jimmy, K15, K15 Suburban, K25, K25 Suburban, P25, P35, Sprint	1976-77	8	350 / 5.7L		#22702	#22712
Sierra 2500	1999-04	8	364 / 6.0L	Square Coil	–	#22715
Sierra 1500 HD, Sierra 2500 HD, Sierra 3500, Yukon, Yukon XL 1500	2001-06	8	364 / 6.0L	Square Coil	–	#22715
Sierra 2500 HD	2001-06	8	364 / 6.0L	Square Coil	–	#22715
Sierra 1500	2002-07	8	364 / 6.0L	Square Coil	–	#22715
Sierra 1500 HD Classic, Sierra 3500 Classic	2007	8	364 / 6.0L	Square Coil	–	#22715
Sierra 2500 HD, Sierra 3500 HD	2007	8	364 / 6.0L	Eng. VIN U - Old Body Style - Round Coil	–	#22715
Yukon XL 2500	2001-06	8	364 / 6.0L		–	#22715
Sprint	1974	8	400 / 6.6L	w/ HEI	#22702	#22712
G25, G35, Jimmy, K15, K15 Suburban, K25, K25 Suburban, Sprint	1975	8	400 / 6.6L		#22702	#22712
C15, C25, C35, G15, G25, G35, Jimmy, K15, K15 Suburban, K25, K25 Suburban, Sprint	1976	8	400 / 6.6L		#22702	#22712
C25, C35, G25, G35, Jimmy, K15, K15 Suburban, K25, K25 Suburban, K35	1977	8	400 / 6.6L		#22702	#22712
G35	1978	8	400 / 6.6L		#22702	#22712
Sprint	1974	8	402 / 6.6L		#22702	#22712
Sprint	1975	8	402 / 6.6L	w/ HEI	#22702	#22712
P3500	1998-99	8	454 / 7.4L	Eng. VIN B	–	#22715
HUMMER						
H2	2003-06	8	364 / 6.0L		–	#22715
LINCOLN						
Mark VII	1987	8	302 / 5.0L	Eng. VIN M	#22704	#22714
Mark VII	1988-92	8	302 / 5.0L	Eng. VIN E	#22704	#22714
MERCURY						
Capri	1984-86	8	302 / 5.0L		#22704	#22714
Grand Marquis	1986-87	8	302 / 5.0L		#22704	#22714
Marquis	1979	8	302 / 5.0L		#22704	#22714
Grand Marquis	1979, 1987-89	8	351 / 5.8L		#22704	#22714
Cougar	1979	8	351 / 5.8L	Windsor Eng.	#22704	#22714
OLDSMOBILE						
Cutlass Calais, Cruiser, Salon, Supreme	1980	8	305 / 5.0L		#22703	#22713
Cutlass Calais	1980	8	350 / 5.7L		#22703	#22713
PONTIAC						
Firebird	1980-81	8	305 / 5.0L		#22703	#22713
Firebird	1982-83	8	305 / 5.0L	Eng. Vin 7	#22703	#22713
Grand Am	1980	8	305 / 5.0L		#22703	#22713
Grand LeMans	1977	8	305 / 5.0L		#22702	#22712
Grand LeMans	1980	8	305 / 5.0L		#22703	#22713
LeMans	1977	8	305 / 5.0L		#22702	#22712
Phoenix, Ventura	1977	8	305 / 5.0L		#22702	#22712
Grand LeMans, LeMans	1977	8	350 / 5.7L	Eng. VIN L	#22702	#22712

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CRATE ENGINES INTRODUCTION

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











FULLY ASSEMBLED CRATE ENGINES & KITS

Edelbrock offers a vast selection of **100% brand new,** fully-assembled performance crate engines for small-block Chevy, LS Chevy, big-block Chevy, small-block Ford and 5.0L Ford. Edelbrock crate engines feature the highest quality components. Most are assembled with our Total Power Package® and select engines are offered with an E-Force supercharger for dyno-proven and reliable performance, right-out-of-the-crate. **In fact, they're so reliable we've included a 2-year/Unlimited mileage warranty on all applications.**

ORDER SATIN, POLISHED, ENDURASHINE™ OR BLACK FINISHED EDELBROCK COMPONENTS

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

SMALL-BLOCK CHEVY

Edelbrock offers a variety of small-block Chevy performance crate engine packages. They all feature brand new blocks with 4-bolt mains. **E-Street** Series engines offer high-quality performance at an affordable price. **Performer** Series engines are available from 310 hp to 380 hp. **RPM** Series applications are a step-up in performance and are available in packages from 410 hp to 500+ hp.

- ***Available carbureted or EFI with Edelbrock:***
  - *Performer, Performer RPM, Dual-Quad or RPM Air-Gap manifolds*
  - *Aluminum heads with swirl-polished stainless steel valves*
  - *E-Street 2 or Pro-Flo® 3 EFI systems*
  - *Performer or Thunder Series AVS® carburetors*
  - *Dyno-matched Hydraulic Roller camshafts*

LS CHEVY

Edelbrock's complete 416 c.i.d. supercharged, LS engine produces an astounding 720 hp and 695 ft-lbs. of torque, on 91 octane pump gas. The 4.0" stroke, and 4.065" bore pushes this LS3 out to a whopping 416 c.i.d., for incredible low end torque. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

- ***Available in three packages:***
  - *Engine and electronics package, providing a tuned and ready to run solution for any project vehicle*
  - *Complete engine, accessories and electronics package for the ultimate in LS performance*
  - *Long Block only*

BIG-BLOCK CHEVY

Edelbrock's 555 c.i.d. big-blocks are as close to a true custom motor as you can buy. **They feature exhaust port exits in the stock location, which allows for the use of off-the-shelf headers.** Each engine is assembled by 8-time Pro Street World Champ Pat Musi. **They all deliver maximum horsepower and torque on 91-octane and are available in four packages from 675 hp to 700+ hp.**

- ***Available carbureted or EFI with Edelbrock:***
  - *Top-of-the-line Thunder AVS carb and Victor Jr. manifold (single and dual-quad)*
  - *Fully CNC'd E-CNC aluminum heads with swirl-polished stainless steel valves*
  - *Pro-Flo 3 EFI system (single plane and XT manifold)*
  - *Dyno-matched Hydraulic Roller camshafts*

SMALL-BLOCK FORD

Assembled with a brand new aftermarket 347 short block (8.2" deck height). **These crate engines are available in two unique performance levels, including 438 hp and 449 hp.**

- ***Available carbureted with Edelbrock:***
  - *RPM Air-Gap or RPM Air-Gap Dual-Quad manifold*
  - *Performer RPM aluminum heads with swirl-polished stainless steel valves*
  - *Thunder Series AVS carburetors*
  - *Dyno-matched Hydraulic Roller camshafts*
  - *Front or rear sump oil pans*

FORD 5.0L

Now available from Edelbrock, is a complete supercharged Coyote engine for your Ford. **The E-Force supercharger systems helps this engine deliver 700 hp and 606 ft-lbs. of torque. The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

- ***Available in one package:***
  - *Engine and electronics package, providing a tuned and ready to run solution for any project vehicle*

PART NUMBERS IN RED ARE... NEW



E-Street Long Block #45070

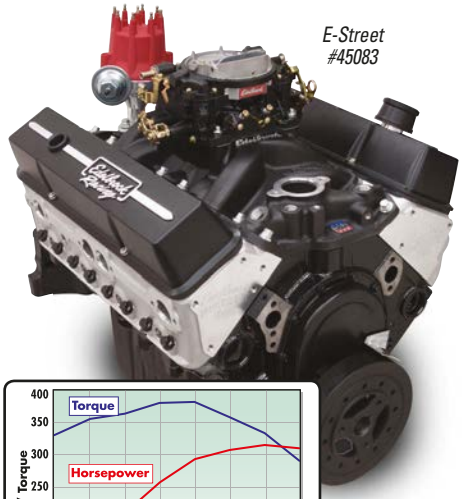
E-STREET LONG-BLOCK

AFFORDABLE PERFORMANCE FOR THE ENGINE BUILDER

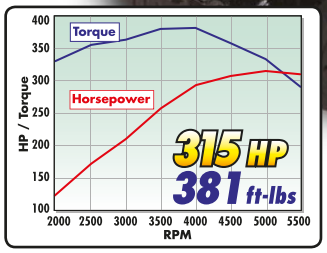
The Edelbrock E-Street Long-Block is **affordably priced** for any builder who already owns an Edelbrock intake manifold and carb and wants to step up to a crate engine on a budget. This long-block is the ideal bottom end for any high performance street build. It starts with a **100% brand new block with 4-bolt main and 2-piece rear main seal**, cast iron crankshaft and cast aluminum pistons. Next, Edelbrock E-Street cylinder heads and Performer Series camshaft are added. **E-Street heads are designed for high performance street applications** and feature larger than stock intake and exhaust ports to improve engine efficiency. These heads also include hardened spring cups and Heli-coil® threaded inserts in the rocker stud bosses. The E-Street Long-Block is then finished off with Edelbrock Racing Series valve covers and breather.

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

E-Street Long-Block (Max. 5,500 rpm) 🔵🟡 ..... **#45070**



E-Street #45083



E-STREET 315HP

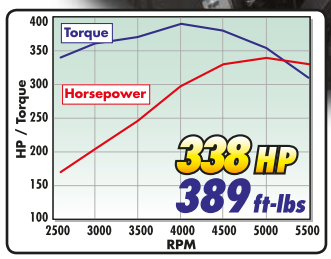
This is an affordably priced, entry level small-block Chevy crate engine for any street rod or muscle car driver on a budget that wants affordable performance. Edelbrock E-Street crate engines start out with a **100% brand new block with 4-bolt main and 2-piece rear main seal.** Another version is available with black powder coated intake manifold, carburetor, valve covers and breather. Both versions feature E-Street cylinder heads, Performer Series carburetor, Performer EPS intake manifold, Performer Series camshaft and high quality billet distributor. **E-Street heads are designed for high performance street applications** and feature larger than stock intake and exhaust ports to improve engine efficiency. These engines offer the best combination of affordable and reliable performance on the market! This engine is sold without a water pump – visit our website for a complete listing of small-block Chevy water pumps for your application.

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

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



E-Street #45060



E-STREET 338HP

WITH MODERN FUEL INJECTION

If you want the performance of modern electronic fuel injection at an affordable price, the E-Street 338 hp crate engine is what you want. This economical entry level engine has the **same great features as the E-Street carbureted engine, but is equipped with a complete E-Street 2 EFI system** that is ready to run right-out-of-the crate with no tuning needed!

The E-Street 2 EFI system delivers crisp throttle response and the opportunity for increased mileage potential. System includes a Performer EPS intake manifold, E-Street cylinder heads and new camshaft that is specifically developed for throttle body injection systems. This engine is also supplied with a set of our new Racing Series valve covers. This engine is sold without a water pump, visit our website for a complete listing of small-block Chevy water pumps for your application.

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**338 hp**	**Manifold:**	Performer EPS #2701
Torque:	**389 ft-lbs.**	**EFI Systems:**	Edelbrock E-Street 2 EFI #3664
Compression:	9.0:1	**Cylinder Heads:**	E-Street #5089
Block:	New 4-bolt main with 2-piece rear main seal	**Distributor:**	Included
Crankshaft:	Cast Iron	**Valve Covers:**	Racing Series
Pistons:	Cast Aluminum	**Finish:**	Satin with black accessories
Camshaft:	Performer TBI #2117	**Warranty:**	2-year / Unlimited mileage

E-Street Electronic Fuel Injection Crate Engine (Max. 5,500 rpm) 🔵🟡 ..... **#45060**

Important Installation Notes: *This system will require a high pressure EFI compatible fuel delivery system. Two fuel delivery kits are available and sold separately, visit our website to select the right kit for your installation. O2 sensor included and will need to be installed before operation.*

EMISSIONS GUIDE

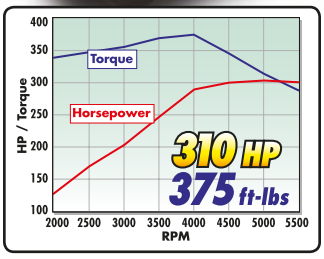
🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CRATE ENGINES S/B CHEVY



Performer 320 #45411



PERFORMER 310/320HP

These entry level small-block Chevy crate engines are ideal for any street rod, muscle car or truck owner looking for 300+ hp performance on 87-octane fuel. Performer engines are 100% brand new and include a 4-bolt main block, Edelbrock Performer heads, Performer hydraulic camshaft, roller rocker arms, Performer Series intake manifold and optional water pump. **The Performer Classic 310 is available with a single quad Performer Series carburetor or as a 3x2 with Edelbrock 94 carburetors. The single quad version features black powder coated accessories, intake manifold, carburetor, water pump and a red block.** A step-up in the Performer line; the **Performer 320 has a 9.0:1 compression ratio and delivers 320 hp and 382 ft-lbs. of torque** with the choice of Performer EPS or Performer Air-Gap intake manifolds.

All Performer Classic engines feature Edelbrock Classic Series finned valve covers in polished or black powder coated finish for a unique vintage look. These crate engines are offered in your choice of satin aluminum, polished finish or black powder coated and water pump style.

SPECIFICATIONS

Displacement:	350 c.i.d.	**Manifold:**	Performer EPS #2701, Performer EPS #27013 Performer Air-Gap #2601 or C-357-B #5418
Horsepower:	**310 / 320 hp**	**Cylinder Heads:**	Performer/RPM #60759, #60899 or #60909
Torque:	**375 / 382 ft-lbs.**	**Carburetor:**	Edelbrock 94 Series, Performer Series, Thunder Series AVS
Compression:	8.5:1 (Performer 310) / 9.0:1 (Performer 320)	**Water Pump:**	Victor Series aluminum
Block:	New 4-bolt main with 2-piece rear main seal	**Distributor:**	Included
Crankshaft:	Cast Iron	**Valve Covers:**	Cast aluminum – style varies by application
Pistons:	Cast Aluminum	**Finish Options:**	Satin, polished or black powder coated
Camshaft:	Performer #2102	**Warranty:**	2-year / Unlimited mileage
Rocker Arms:	1.5:1 Roller #77770		

	Satin	Polished	Black
PERFORMER CLASSIC 310 EPS MANIFOLD AND 600 CFM PERFORMER SERIES CARB *(electric choke)*			
With long water pump #88113	N/A	N/A	#45123
PERFORMER CLASSIC 310 C-357-B MANIFOLD AND TRIPLE EDELBROCK 94 SERIES CARBS			
Without water pump	#47100	N/A	N/A
With short water pump #8810	#47110	N/A	N/A
PERFORMER 320 EPS MANIFOLD & 650 CFM THUNDER SERIES AVS CARB *(electric choke)*			
Without water pump	#45400	N/A	N/A
With short water pump #8810	#45410	#45411	N/A
With long water pump #8811	#45420	#45421	N/A
PERFORMER 320 AIR-GAP MANIFOLD & 650 CFM THUNDER SERIES AVS CARB *(electric choke)*			
Without water pump	#45500	#45501	N/A
With short water pump #8810	N/A	#45511	N/A



Performer Classic 310 #45123



Edelbrock Crate Engines include 6 Quarts of Break-In Oil

Edelbrock oil contains a blend of hydro-processed petroleum base stocks and additives that is ideal for preparing metal surfaces for new engines.

See page 130 for more information.



Performer Classic 310 #47100

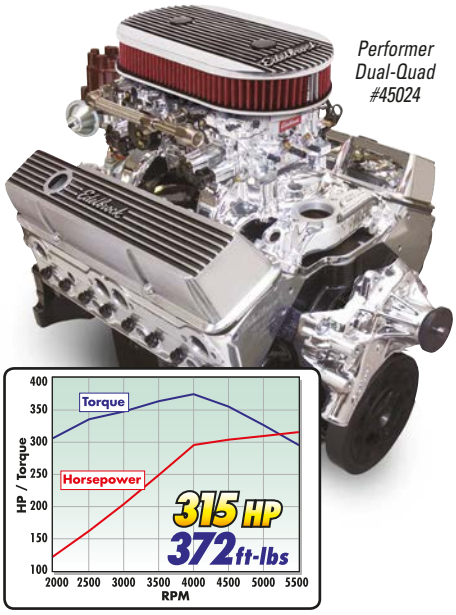


MAX-FIRE IGNITION

Compliment your Edelbrock crate engine with Max-Fire High Performance Spark Plug Wires.

See page 177 for more info.

PART NUMBERS IN RED ARE... NEW



Performer Dual-Quad #45024

PERFORMER DUAL-QUAD 315HP

This Performer Dual-Quad has the same specs as the Performer 320 with the addition of an Edelbrock dual-quad intake & 500 cfm carbs. Customers have their choice of the classic C-26 intake for lower height and greater hood clearance or the latest generation Performer RPM Air-Gap Dual-Quad intake manifold. Additional options include satin aluminum or EnduraShine finish on RPM Air-Gap Dual-Quad and water pump style.

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

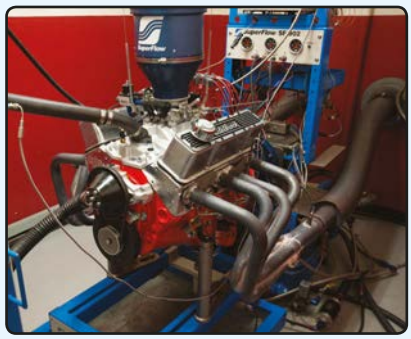
PERFORMER C-26 MANIFOLD & PERFORMER CARBS	***Satin***	***EnduraShine***
With short water pump #8810 🔵🟡	**#45010**	**N/A**
With long water pump #8811 🔵🟡	**#45020**	**N/A**

PERFORMER RPM AIR-GAP MANIFOLD & THUNDER SERIES AVS CARBS		
With short water pump #8810 🔵🟡	**N/A**	**#45014**
With long water pump #8811 🔵🟡	**N/A**	**#45024**

CUSTOM CRATE ENGINE ASSEMBLY AND ENGINE DYNO SERVICES AVAILABLE

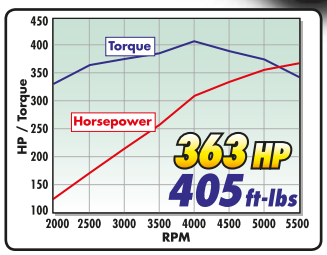
Skilled Edelbrock technicians can assemble most crate engines to suit your application and preference with Edelbrock components. Our in-house engine dyno facility is also available to break-in your new engine and provide you with actual performance results.







Performer Hi-Torq #46400



PERFORMER HI-TORQ 363HP

Take advantage of modern cylinder head and camshaft technology with the Performer 363HP Hi-Torq Series of engines. These engines deliver high hp and a broad torque curve from off-idle through 5,500 RPM, thanks to the Performer-Plus Rollin' Thunder hydraulic roller camshaft. In addition to the performance, this combination provides exceptional vacuum at idle so you can easily operate power brakes and vacuum powered accessories.

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Manifold:**	Performer EPS Vortec #2716 or 27161, RPM Air-Gap Dual-Quad Vortec #75264
Horsepower:	**363 hp**	**Cylinder Heads:**	E-Tec 170 #60975/#609715
Torque:	**405 ft-lbs.**	**Carburetor:**	750 cfm Performer or (2) 500 cfm Thunder Series AVS
Compression:	9.0:1	**Water Pump:**	Victor Series aluminum
Block:	New 4-bolt main with 2-piece rear main seal	**Distributor:**	Included
Crankshaft:	Cast Iron	**Valve Covers:**	Cast aluminum – style varies by application
Pistons:	Cast Aluminum	**Finish Options:**	Satin, polished and EnduraShine
Camshaft:	Rollin' Thunder Hydraulic Roller #2208	**Warranty:**	2-year / Unlimited mileage
Rocker Arms:	1.5:1 Roller #77770		

PERFORMER EPS VORTEC MANIFOLD AND 750 CFM PERFORMER SERIES CARB *(electric choke)*

PERFORMER 363 HI-TORQ	***Satin***	***Polished***	***EnduraShine***
Without water pump 🔵🟡	**#46400**	**N/A**	**#46404**
Performer 363 Hi-Torq (with short water pump #8810) 🔵🟡	**#46410**	**#46411**	**N/A**
Performer 363 Hi-Torq (with long water pump #8811) 🔵🟡	**#46420**	**N/A**	**#46424**

RPM AIR-GAP DUAL-QUAD MANIFOLD, (2) 500 CFM THUNDER SERIES AVS CARBS *(1 manual and 1 electric choke)*

Performer 363 Hi-Torq (with short water pump #8810) 🔵🟡	**#46314**
Performer 363 Hi-Torq (with long water pump #8811) 🔵🟡	**#46324**

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CRATE ENGINES S/B CHEVY



Performer Pro-Flo 3 XT EFI #46603

PERFORMER PRO-FLO 3 XT EFI 380HP

For those who want modern efficiency and power, Edelbrock offers the Performer 380 Pro-Flo 3 XT. Like its carbureted sibling, this 350 cubic inch package offers 9.0:1 compression ratio, but the modern Pro-Flo 3 XT EFI, delivers a stout 380 horsepower and 401 ft-lbs. of torque with increased mileage potential!

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**380 hp**	**EFI Systems:**	Pro-Flo 3 XT #3228/#32283
Torque:	**401 ft-lbs.**	**Cylinder Heads:**	E-Tec 170 #60975/#38693
Compression:	9.0:1	**Throttle Body:**	Edelbrock #3869
Block:	New 4-bolt main with 2-piece rear main seal	**Distributor:**	Included
Crankshaft:	Cast Iron	**Valve Covers:**	Cast aluminum – style varies by application
Pistons:	Cast Aluminum	**Finish:**	Black powder coated
Camshaft:	Rollin' Thunder Hydraulic Roller #2208	**Warranty:**	2-year / Unlimited mileage

Performer 380 Pro-Flo 3 XT EFI (without water pump) ●● ..... **#46603**



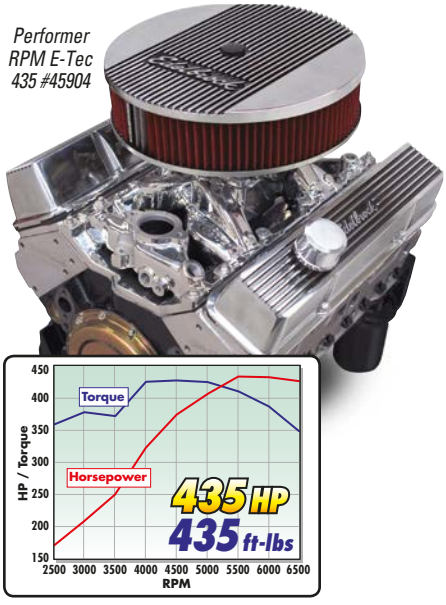
Performer RPM 410 #45611

PERFORMER RPM 410HP

The Performer RPM 410 delivers outstanding street high performance. Customers have their choice of Performer RPM or Performer RPM Air-Gap intake manifolds, satin aluminum or polished finish and choice of long or short water pump style.

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

	Satin	*Polished*
PERFORMER RPM 410 MANIFOLD, 800 CFM THUNDER SERIES AVS CARB *(electric choke)*		
With short water pump #8810 ●●	**#45610**	**#45611**
PERFORMER RPM 410 AIR-GAP MANIFOLD, 800 CFM THUNDER SERIES AVS CARB *(electric choke)*		
Without water pump ●●	**N/A**	**#45701**
With long water pump #8811 ●●	**#45720**	**N/A**



Performer RPM E-Tec 435 #45904

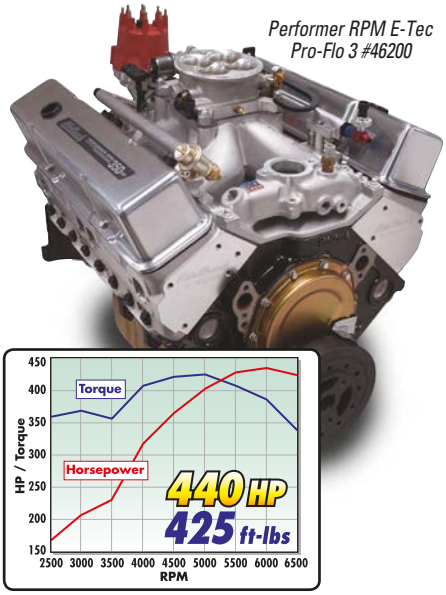
PERFORMER RPM E-TEC 435HP

The Performer RPM E-TEC 435 is the ultimate 350 cubic inch small-block Chevy for muscle cars, street rods and trucks. Includes a 100% brand new block with forged steel crankshaft, powdered metal rods and hypereutectic pistons, Edelbrock E-TEC 170 heads, Rollin' Thunder hydraulic roller camshaft, roller rocker arms, RPM Air-Gap intake manifold and Thunder Series AVS 800 cfm carburetor. These crate engines are offered in your choice of satin aluminum, polished or EnduraShine finish.
Optional water pump styles are also available.

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

PERFORMER RPM E-TEC 435	*Satin*	*Polished*	*EnduraShine*
Without water pump ●●	**#45900**	**N/A**	**#45904**
With short water pump #8810 ●●	**#45910**	**#45911**	**#45914**
With long water pump #8811 ●●	**#45920**	**#45921**	**N/A**

PART NUMBERS IN RED ARE... NEW



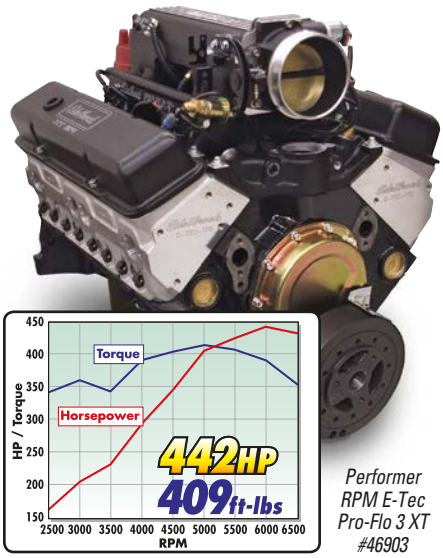
Performer RPM E-Tec Pro-Flo 3 #46200

PERFORMER RPM E-TEC PRO-FLO 3 EFI 440HP

This fuel injected small-block has the same specifications as the RPM E-TEC 435 but is equipped with our powerful and efficient Pro-Flo 3 electronic fuel injection. The Pro-Flo 3 EFI system is complete with intake manifold, fuel injectors, fuel rails, throttle body and 7" Android tablet with pre-installed E-Tuner app with base calibrations. This engine offers all the modern performance of fuel injection with the classic style of a four-blade throttle body that accepts a round top-mounted air-cleaner. Your choice of satin aluminum or polished finishes. Optional water pump styles are also available.

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**440 hp**	**EFI Systems:**	Performer RPM Pro-Flo 3 EFI #3225/#32251
Torque:	**425 ft-lbs.**	**Cylinder Heads:**	E-Tec 170 #60975/#609715
Compression:	9.5:1	**Water Pump:**	Victor series aluminum
Block:	New 4 bolt main with 1-piece rear seal	**Distributor:**	Included
Crankshaft:	Cast steel	**Valve Covers:**	Cast aluminum – style varies by application
Pistons:	Hypereutectic	**Finish:**	Satin and polished
Camshaft:	Rollin' Thunder Hydraulic Roller #2205	**Warranty:**	2-year / Unlimited mileage

Performer RPM E-Tec Pro-Flo 3 EFI	*Satin*	*Polished*
Without water pump 🔵🟡	**#46200**	**#46201**
With short water pump #8810 🔵🟡	**N/A**	**#46211**



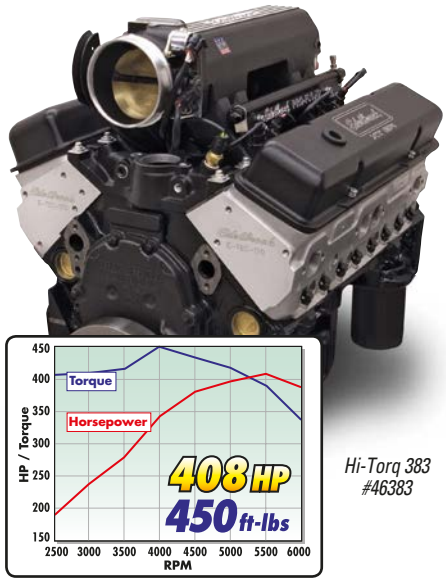
Performer RPM E-Tec Pro-Flo 3 XT #46903

PERFORMER RPM E-TEC PRO-FLO 3 XT EFI 442HP

Want the absolute latest in EFI performance in a turnkey crate engine package? The Performer RPM E-TEC 435 with Pro-Flo 3 XT EFI delivers performance, function and style. Pro-Flo XT's styling cues are striking, thanks to the proprietary intake design and large 90mm front mount throttle body. The Pro-Flo 3 EFI system is complete with intake manifold, fuel injectors, fuel rails, throttle body and 7" Android tablet with pre-installed E-Tuner app with base calibrations. This package delivers great drivability and increased mileage potential. This engine features a black powder coated finish for durability and great looks.

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**442 hp**	**EFI Systems:**	Pro-Flo 3 XT #32283
Torque:	**409 ft-lbs.**	**Cylinder Heads:**	E-Tec 170 #60975
Compression:	9.5:1	**Distributor:**	Included
Block:	New 4 bolt main with 1-piece rear seal	**Valve Covers:**	Cast aluminum – style varies by application
Crankshaft:	Cast steel	**Finish:**	Black powder coated
Pistons:	Hypereutectic	**Warranty:**	2-year / Unlimited mileage
Camshaft:	Rollin' Thunder Hydraulic Roller #2205		

	Black
Performer RPM E-Tec Pro-Flo 3 XT EFI (without water pump) 🔵🟡	**#46903**



Hi-Torq 383 #46383

HI-TORQ 383 PRO-FLO 3 XT EFI 408HP

This fuel injected 383 cubic inch small-block delivers horsepower, torque and increased mileage potential in street rods, muscle-cars or any demanding off-road vehicle. The unique Rollin' Thunder hydraulic roller camshaft delivers broad torque throughout the RPM range and up to 17" of vacuum at as low as 650 rpm! Pro-Flo 3 XT is a sequential port EFI system that utilizes our E-Tuner app with base calibrations on a supplied 7" Android tablet. The E-Tuner app provides the ability to make many adjustments and also control both fuel and spark from the app while driving - no need for a laptop computer. Your choice of polished or black powder coated finish.

SPECIFICATIONS			
Displacement:	383 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**408 hp**	**EFI Systems:**	Pro-Flo 3 XT #32251/#32253
Torque:	**450 ft-lbs.**	**Cylinder Heads:**	E-Tec 170 #609715 or #60975
Compression:	9.5:1	**Throttle Body:**	Edelbrock #3869
Block:	New 4 bolt main with 1-piece rear seal	**Distributor:**	Included
Crankshaft:	Steel	**Valve Covers:**	Cast aluminum – Victor Series
Pistons:	Hypereutectic	**Finish:**	Polished and black powder coated
Camshaft:	Rollin' Thunder Hydraulic Roller #2209	**Warranty:**	2-year / Unlimited mileage

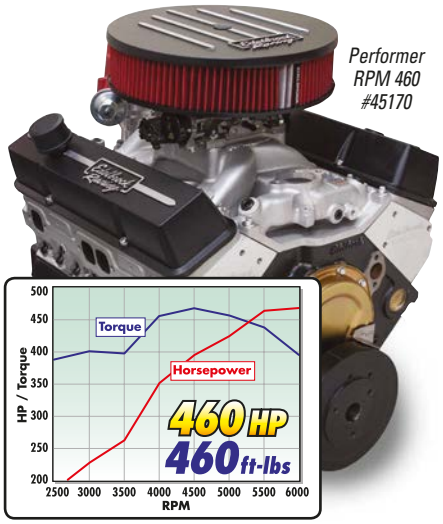
	Polished	*Black*
Hi-Torq 383 Pro-Flo 3 XT EFI (without water pump) 🔵🟡	**#46381**	**#46383**

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CRATE ENGINES S/B CHEVY



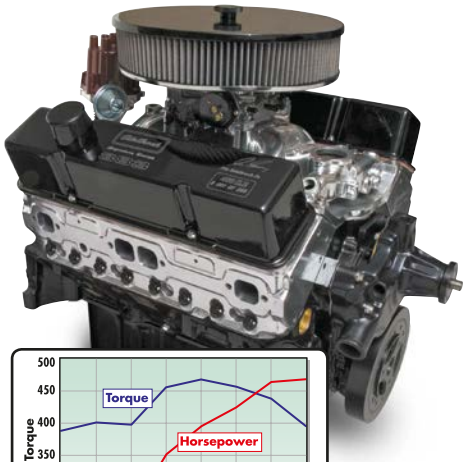
Performer RPM 460 #45170

PERFORMER RPM 460HP

The Performer RPM 460 delivers big power in a small-block package. This 383 cubic inch Chevy delivers 460 horsepower and 460 ft-lbs. of torque that will be a great power plant for street rods and muscle-cars. It features a brand new block with forged steel crankshaft, powdered metal rods and hypereutectic pistons, Edelbrock E-TEC 200 cylinder heads, Rollin' Thunder hydraulic roller camshaft, roller rocker arms, RPM Air-Gap intake manifold and Thunder Series AVS 800 cfm carburetor. Your choice of satin aluminum or polished finishes. Optional water pump styles are also available, go to our website for applications.

SPECIFICATIONS			
Displacement:	383 c.i.d.	**Camshaft:**	Rollin' Thunder Hydraulic Roller #2207
Horsepower:	**460 hp**	**Rocker Arms:**	1.5:1 Roller #77770
Torque:	**460 ft-lbs.**	**Cylinder Heads:**	E-Tec 200 #60985 or #609815
Compression:	9.5:1	**Carburetor:**	Thunder Series AVS
Block:	New 4 bolt main with 1-piece rear seal	**Distributor:**	Included
Crankshaft:	Cast steel	**Valve Covers:**	Cast aluminum – finish varies by application
Pistons:	Hypereutectic	**Warranty:**	2-year / Unlimited mileage

	Satin	*Polished*
Performer RPM 460 (Without water pump)	**#45170**	**#45171**



Signature Series 383 #46213

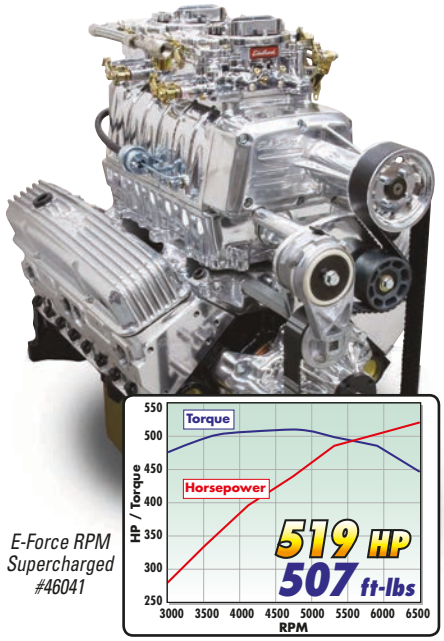
SIGNATURE SERIES 383 460HP

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



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

Signature Series 383 ..... **#46213**



E-Force RPM Supercharged #46041

E-FORCE RPM SUPERCHARGED

Want big-block power in a small package for your street rod or muscle car? The recipe is simple...take the proven RPM E-TEC, bolt on powerful E-Tec 200 cylinder heads and Edelbrock E-Force Enforcer supercharger. **The EFI engine produced 519 horsepower, 507 ft-lbs. of torque and performed on 91-octane pump gas with 6 psi.** Your choice of satin, polished aluminum or black powder coated finish.

SPECIFICATIONS			
Displacement:	350 c.i.d.	**Rocker Arms:**	1.5:1 Roller #77770
Horsepower:	**519 hp (EFI), 518 hp (carbureted)**	**Supercharger:**	Edelbrock E-Force #15231/#1523/#15231/#15233
Torque:	**507 ft-lbs. (EFI), 500 ft-lbs. (carbureted)**	**Cylinder Heads:**	E-Tec 200 #60985/#609815
Compression:	9.5:1	**Carburetor or Throttle Body:**	Edelbrock 600 cfm Performer carbs or 1,000 cfm throttle bodies
Block:	New 4 bolt main with 1-piece rear seal	**Distributor:**	Included
Crankshaft:	Forged steel	**Valve Covers:**	Cast aluminum – Classic Series
Pistons:	Hypereutectic	**Finish Options:**	Satin, polished and black powder coated
Camshaft:	Rollin' Thunder Hydraulic Roller #2205	**Warranty:**	2-year / Unlimited mileage

	Satin	*Polished*	*Black*
E-Force RPM Supercharged carbureted	**N/A**	**#46041**	**#46043**
E-Force RPM Supercharged EFI	**#46050**	**#46051**	**#46053**

PART NUMBERS IN RED ARE... NEW



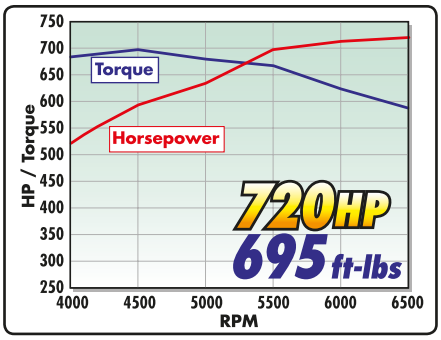
Supercharged LS 416

SUPERCHARGED LS 416
720 HP AND 695 FT-LBS TORQUE

Now available from Edelbrock, is a complete 416 c.i.d. supercharged, LS engine, that produces an astounding 720 horsepower and 695 ft-lbs. of torque, on 91 octane pump gas. The foundation of this engine is a brand new, aluminum LS3 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.0" stroke, and 4.065" bore pushes this LS3 out to a whopping 416 c.i.d., for incredible low end torque. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

Helping this engine breathe is the Edelbrock E-Force LS3 supercharger system. This great looking system features Eaton TVS 2300cc/rev rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components, such as the electric intercooler water pump, intercooler plumbing and intercooler recovery tank, as well as fuel rails, 60 lb/hr. fuel injectors, mass air flow sensor (MAFS) housing and re-usable air filter. The supercharger equipped on this engine features a driver's side throttle body orientation for ease of intake routing and a Corvette belt offset for a compact installation. (Other belt offsets and inlet orientations available upon request.) Pair with universal heat exchangers for a complete installation. See page 159 for a complete listing and more information on our universal heat exchangers.

SPECIFICATIONS			
Displacement:	416 c.i.d.	**Rods:**	Forged H-Beam
Horsepower:	**720 hp**	**Camshaft:**	215°/247°, .629/.656, 121 LSA
Torque:	**695 ft-lbs.**	**Rocker Arms:**	LS3, 1.7 ratio
Compression:	9.5:1	**Induction:**	E-Force Supercharger System #1540
Block:	LS3 Aluminum	**Cylinder Heads:**	GM with Edelbrock Valve Springs #5768
Crankshaft:	Forged 4340	**Finish:**	Black powder coated
Pistons:	Forged Aluminum - 18cc	**Warranty:**	2-year / Unlimited mileage



LS 416 Crate Engine (long-block only) ●● .....#46720

Important Note: *Top of supercharger measures 21.54" from crank centerline (special order with lower profile, Corvette, lid for additional 2" of hood clearance.) Oil pan dimensions: 2.625" tall at the front, sump measures 6.75" (front) to 7.75" (rear) high and 7.75" in length. See our web site for reference dimensions.*

Supercharged LS 416 Crate Engine & Electronics ●● .....#46750

This engine package includes an Edelbrock prepped long block, E-Force supercharger, complete engine wiring harness, pre-programmed ECU, electronic throttle pedal, MAFS, throttle body, ignition coils and heated oxygen sensors. This engine is tuned and ready to run right-out-of-the-crate, making it ideal for any project vehicle desiring an LS3 high performance solution.

Supercharged LS 416 Crate Engine with Accessories & Electronics ●● .....#46760

This engine package is our most complete solution. It includes an Edelbrock prepped long block, E-Force supercharger, complete engine wiring harness, pre-programmed ECU, electronic throttle pedal, MAFS, throttle body, ignition coils, heated oxygen sensors and front drive accessories, such as the alternator, water pump, power steering pump, idler pulleys, required brackets and hardware. This engine package is the ultimate turn key solution for any project vehicle demanding an LS3 engine!



LS 416 Crate Long-Block #46720

WARRANTY 2YR UNLIMITED MILEAGE CUSTOMER SERVICE

E FORCE SUPERCHARGERS



LS 416 Crate Engine #46750 with Electronics



LS 416 Crate Engine #46760 with Electronics and Accessories

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

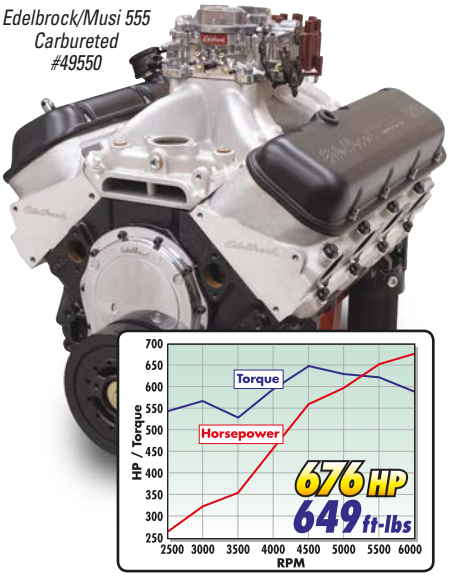
CRATE ENGINES B/B CHEVY

EDELBROCK/MUSI 555
AVAILABLE CARBURETED OR EFI

Edelbrock/Musi 555 crate engines are a powerful big cubic inch package that features the Edelbrock E-CNC cylinder heads for the ultimate in Edelbrock performance. E-CNC cylinder heads are fully CNC ported to achieve optimal air-flow for maximum horsepower and torque in high performance street and light duty racing applications. **They feature exhaust port exits in the stock location, which allows for the use of off-the-shelf headers.** They are available in three options; carbureted (single and dual-quad) and with Pro-Flo 3 electronic fuel injection. Each engine is assembled by 8-time Pro Street World Champ Pat Musi. They all deliver maximum hp and torque on 91 octane.

Edelbrock/Musi 555 Dual-Quad #48550

Edelbrock/Musi 555 Carbureted #49550



555 RPM CARBURETED 676HP

The carbureted package includes a Victor Jr. intake manifold and 800cfm Thunder Series AVS carburetor. It delivers an **incredible 676 horsepower and 649 ft-lbs of torque**. The E-CNC rectangular port cylinder heads are 100% fully CNC ported to improve air flow and overall performance. These heads also have stock exhaust port locations for use with off-the-shelf headers. Go to our website for water pump applications.

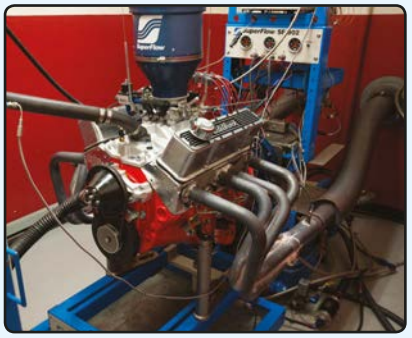
SPECIFICATIONS			
Displacement:	555 c.i.d.	**Rocker Arms:**	1.7:1 Roller #77790
Horsepower:	**676 hp**	**Manifold:**	Victor Jr. 454-R #2902
Torque:	**649 ft-lbs.**	**Cylinder Heads:**	E-CNC #79555
Compression:	10.0:1	**Carburetor:**	Thunder Series AVS
Block:	Big-block 9.8"	**Distributor:**	Included
Crankshaft:	Forged steel 4.250"	**Valve Covers:**	Cast aluminum
Pistons:	Forged	**Warranty:**	2-year / Unlimited mileage
Camshaft:	Rollin' Thunder Hydraulic Roller #2264		

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

CUSTOM CRATE ENGINE ASSEMBLY AND ENGINE DYNO SERVICES AVAILABLE

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





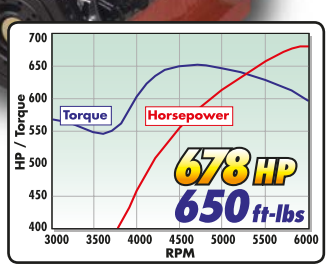


555 RPM CARBURETED DUAL-QUAD 678HP

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

SPECIFICATIONS			
Displacement:	555 c.i.d.	**Rocker Arms:**	1.7:1 Roller #77790
Horsepower:	**678 hp**	**Manifold:**	RPM Air-Gap Dual-Quad #7522
Torque:	**650 ft-lbs.**	**Cylinder Heads:**	E-CNC #79555
Compression:	10.0:1	**Carburetor:**	Performer Series #1407
Block:	Big-block 9.8"	**Distributor:**	Included
Crankshaft:	Forged steel 4.250"	**Valve Covers:**	Cast aluminum
Pistons:	Forged	**Finish:**	Satin
Camshaft:	Rollin' Thunder Hydraulic Roller #2264	**Warranty:**	2-year / Unlimited mileage

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



PART NUMBERS IN RED ARE... NEW

PRO-FLO® 3 EFI SYSTEMS

Pro-Flo 3 offers precise efficiency with a fully sequential port EFI system. These systems for Edelbrock crate engines include a 7" Android tablet with the E-Tuner app pre-installed with base calibrations. The Edelbrock E-Tuner app provides the ability to adjust air-fuel ratios, ignition curve, idle speed acceleration fuel and much more!
Go to page 167 for more EFI information.

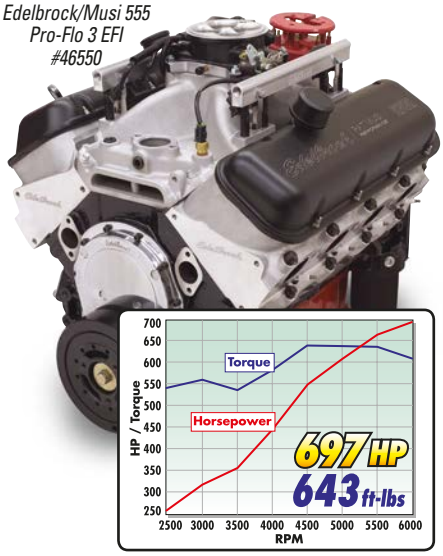






Go to the Edelbrock YouTube channel to see the video of the Pro-Flo 3 EFI calibration in action on our 555 powered 1967 Chevelle.

Edelbrock/Musi 555 Pro-Flo 3 EFI #46550



555 RPM EFI 697HP
FEATURING PRO-FLO 3 EFI SYSTEM

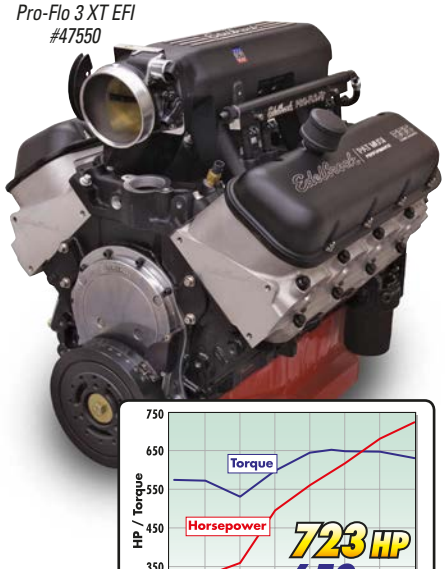
The **Edelbrock/Musi 555 RPM Pro-Flo 3** is complete with Pro-Flo 3 electronic fuel injection and is assembled with intake manifold, fuel injectors, fuel rails and throttle body, electronic engine control unit (ECU), high quality billet distributor, complete harness, fuel pump, fuel hose and hardware.

Pro-Flo 3 is ready to run right-out-of-the-box with pre-loaded E-Tuner app and base calibrations. The Edelbrock E-Tuner app provides the ability to adjust air-fuel ratios, ignition curve, idle speed acceleration fuel and much more!

SPECIFICATIONS			
Displacement:	555 c.i.d.	**Camshaft:**	Rollin' Thunder Hydraulic Roller #2264
Horsepower:	**697 hp**	**Rocker Arms:**	1.7:1 Roller #77790
Torque:	**643 ft-lbs.**	**EFI Systems:**	Pro-Flo 3 #3233
Compression:	10.0:1	**Cylinder Heads:**	E-CNC #79555
Block:	Big-block 9.8"	**Distributor:**	Included
Crankshaft:	Forged steel 4.250"	**Valve Covers:**	Cast aluminum
Pistons:	Forged	**Warranty:**	2-year / Unlimited mileage

Edelbrock/Musi 555 RPM EFI with Pro-Flo 3 Fuel Injection
(Without water pump) ●● ..... **#46550**

Edelbrock/Musi 555 Pro-Flo 3 XT EFI #47550



555 RPM XT EFI 723HP
FEATURING PRO-FLO 3 XT EFI SYSTEM

The **Edelbrock/Musi 555 Pro-Flo 3 XT** is the most powerful package in our line and features our powerful Pro-Flo 3 XT electronic fuel injection. The Pro-Flo 3 XT EFI system consists of a front mount 90mm throttle body design manifold that delivers more horsepower and torque than a traditional single-plane intake manifold. The system also includes fuel injectors, fuel rails, fuel pump, throttle body, electronic engine control unit (ECU) and 7" Android tablet with pre-loaded E-Tuner app and calibrations.

Like the Pro-Flo 3 single-plane application, this engine is ready to run right-out-of-the-box with pre-loaded calibrations. The E-Tuner app uses a Bluetooth wireless connection to communicate with the ECU's self-learning capability to continually adjust the calibration to get the maximize performance of your engine.

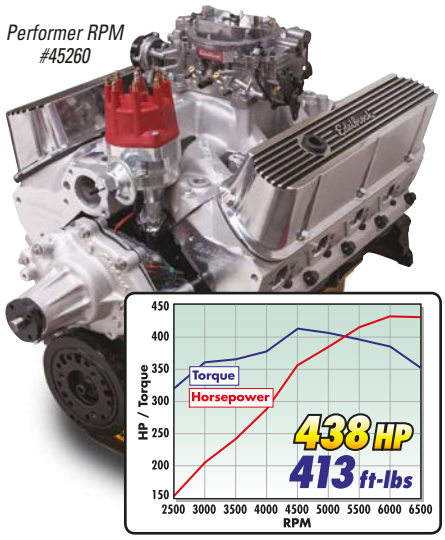
SPECIFICATIONS			
Displacement:	555 c.i.d.	**Camshaft:**	Rollin' Thunder Hydraulic Roller #2264
Horsepower:	**723 hp**	**Rocker Arms:**	1.7:1 Roller #77790
Torque:	**652 ft-lbs.**	**EFI Systems:**	Pro-Flo 3 XT #32363
Compression:	10.0:1	**Cylinder Heads:**	E-CNC #79555
Block:	Big-block 9.8"	**Distributor:**	Included
Crankshaft:	Forged steel 4.250"	**Valve Covers:**	Cast aluminum
Pistons:	Forged	**Warranty:**	2-year / Unlimited mileage

Edelbrock/Musi 555 RPM XT with Pro-Flo 3 XT Fuel Injection
(Without water pump) ●● ..... **#47550**

EMISSIONS GUIDE

● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CRATE ENGINES S/B FORD



Performer RPM #45260

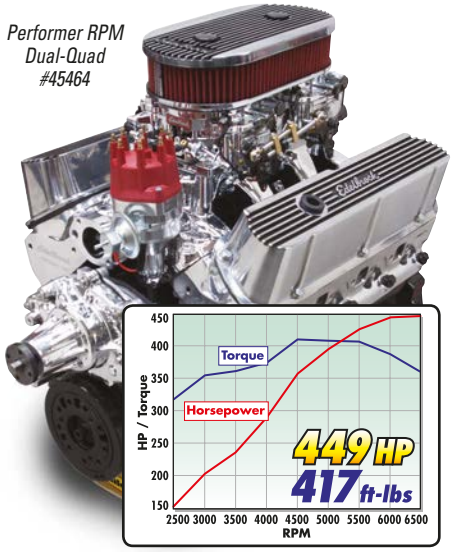
PERFORMER RPM 438HP

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

SPECIFICATIONS			
Displacement:	347 c.i.d. (4.030" bore x 3.400" stroke)	**Manifold:**	RPM Air-Gap #7521/#75211/#75214
Horsepower:	**438 hp**	**Cylinder Heads:**	Performer RPM #60255/#602515
Torque:	**413 ft-lbs.**	**Carburetor:**	Thunder Series AVS
Compression:	9.5:1	**Water Pump:**	Victor Series aluminum
Block:	Small-block (8.2" deck height)	**Distributor:**	Included
Crankshaft:	Forged steel	**Valve Covers:**	Cast aluminum – style varies by application
Pistons:	Forged	**Finish Options:**	Satin, polished and EnduraShine
Camshaft:	Rollin' Thunder Hydraulic Roller #2281	**Warranty:**	2-year / Unlimited mileage
Rocker Arms:	1.6:1 Roller #77780		

PERFORMER RPM 347	*Satin*	*Polished*	*EnduraShine*
Front Sump Oil Pan ●	#45260	N/A	#45264
Rear Sump Oil Pan ●	#45270	#45271	#45274

Tech Note: *Equipped with 3-bolt pulley damper, right-hand inlet water pump and left-hand timing pointer. Optional 4-bolt pulley damper, left-hand inlet water pump and right-hand timing pointer available by request.*



Performer RPM Dual-Quad #45464

PERFORMER RPM DUAL-QUAD 449HP

This RPM 347 small-block Ford Dual-Quad crate engine offers the same combination of high quality, high performance goodies as its single quad sibling – but with the addition of an Edelbrock RPM Air-Gap Dual-Quad induction package. Your choice of front sump or rear sump oil pan.

SPECIFICATIONS			
Displacement:	347 c.i.d. (4.030" bore x 3.400" stroke)	**Induction:**	RPM Air-Gap Dual-Quad #75354
Horsepower:	**449 hp**	**Cylinder Heads:**	Performer RPM #602515
Torque:	**417 ft-lbs.**	**Carburetor:**	Thunder Series AVS (2)
Compression:	9.5:1	**Water Pump:**	Victor series aluminum
Block:	Small-block (8.2" deck height)	**Distributor:**	Included
Crankshaft:	Forged steel	**Valve Covers:**	Elite Series with EnduraShine Finish
Pistons:	Forged	**Finish Options:**	EnduraShine
Camshaft:	Rollin' Thunder Hydraulic Roller #2281	**Warranty:**	2-year / Unlimited mileage
Rocker Arms:	1.6:1 Roller #77780		

PERFORMER RPM DUAL-QUAD	*EnduraShine*
Front Sump Oil Pan ●	#45464
Rear Sump Oil Pan ●	#45474

Tech Note: *Equipped with 3-bolt pulley damper, right-hand inlet water pump and left-hand timing pointer. Optional 4-bolt pulley damper, left-hand inlet water pump and right-hand timing pointer available by request.*

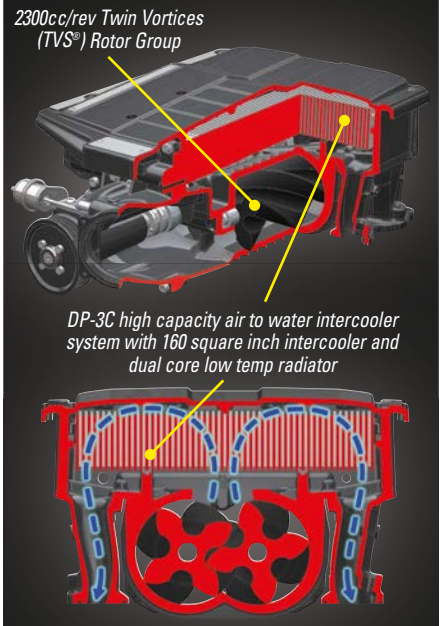


Edelbrock Performer RPM Dual-Quad Crate Engine installed on Vic Edelbrock's 1940 Ford Deluxe Coupe which has participated in many Hot Rod Magazine Power Tours

PART NUMBERS IN RED ARE... NEW

E-FORCE SUPERCHARGERS

THE DP-3C INTERCOOLER



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

DP-3C references the "Dual-Pass Three Core" design. With this new design, the intake air charge passes through the intercooler twice; first pass is from the rotors up through the center core and the second pass is when the air charge goes down into the runners. The DP-3C intercooler also features 45% more surface area over our previous design, allowing this system to achieve lower intake air temps for improved power output.



Included Components

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

MADE IN USA



SUPERCHARGED FORD COYOTE 5.0L

785 HP AND 660 FT-LBS TORQUE

Now you can get a complete Edelbrock E-Force supercharged Coyote engine for your Ford project vehicle. The core of this engine is a brand new Ford aluminum block built for high performance applications. The lightweight aluminum block features a forged and balanced crankshaft, forged Manley H-Beam connecting rods and Mahle forged aluminum pistons. This crate engine produced 785 hp and 660 ft-lbs. of torque at the flywheel when tested at the Edelbrock dyno facility. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

Helping this engine breathe is the Edelbrock E-Force supercharger system. This great looking system features Eaton TVS 2300cc/rev rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components, such as the electric intercooler water pump, intercooler plumbing and intercooler recovery tank, as well as fuel rails, 50 lb/hr. fuel injectors, coils, mass air flow sensor (MAFS) housing and re-usable air filter. Includes all front end drive accessories: water pump, alternator, idlers, tensioners, belts and hardware. Pair with universal heat exchangers for a complete installation. See page 159 for a complete listing and more information on our universal heat exchangers.

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

E-Force Supercharged Coyote 5.0L Crate Engine (with tuner) ●● .....**#46870**
E-Force Supercharged Coyote 5.0L Crate Engine (without tuner) ●● .....**#468700**

This engine is the ultimate solution for the Ford enthusiast transplanting a Coyote powerplant into their project vehicle. It includes a complete engine with an E-Force Supercharger system installed, wiring harness, pre-programmed ECU, electronic throttle pedal, oxygen sensors, MAFS, OBD-II diagnostic port, air filter, fuse box, water pump, hose, alternator, belts, idlers and hardware.

Important Note: *This engine will require an EFI compatible fuel delivery system with a minimum pressure of 75 gph @ 60 PSI. Fuel pressure regulator with boost reference is required. Top of supercharger measures 20.83" from crank centerline. See our website for reference dimensions.*

EMISSIONS GUIDE

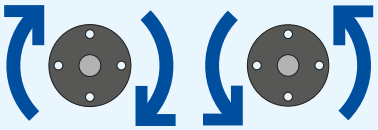
● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

WATER PUMPS INTRODUCTION

TECH TIP IMPORTANT WATER PUMP INFORMATION

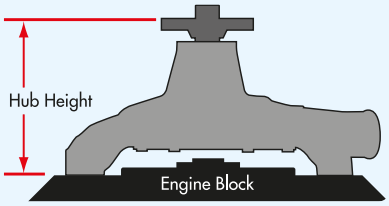
Standard Rotation *Reverse Rotation*



HOW TO DETERMINE IF YOUR WATER PUMP IS SHORT OR LONG STYLE

It is important to use the correct style water pump or the pulleys in the engine may not line up correctly.

Determining hub height is simple; just measure the distance from the engine block to the mounting surface. Then match your results with the reference dimensions for your listing.



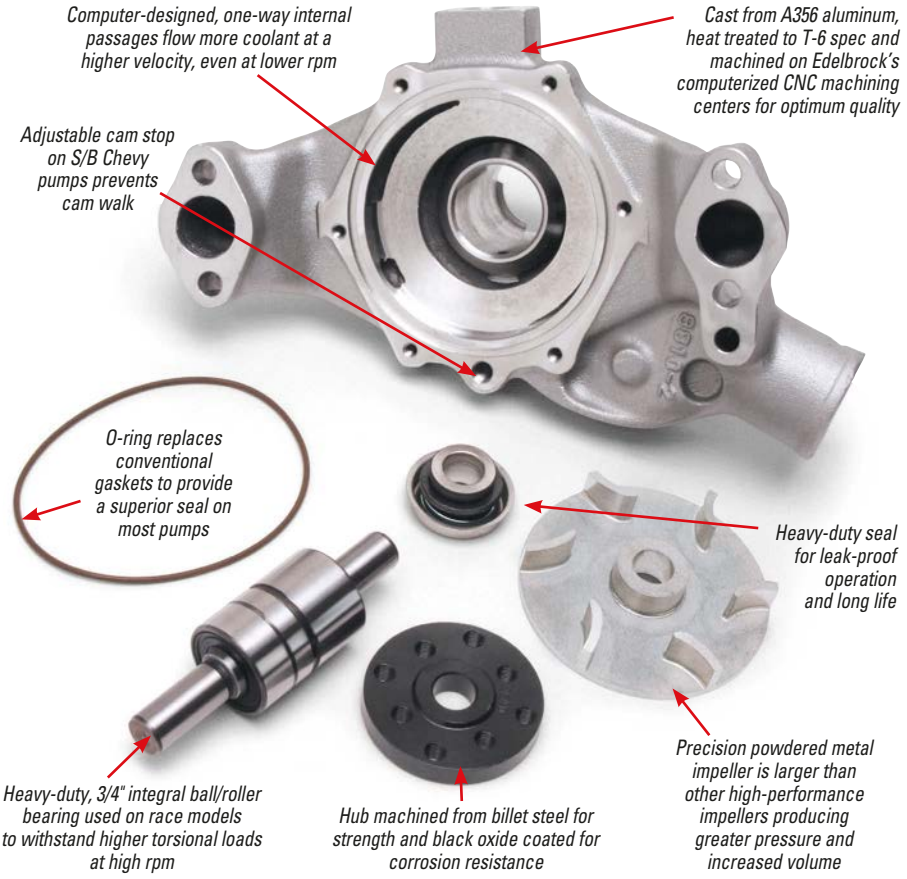
MADE IN USA

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

VICTOR SERIES ALUMINUM WATER PUMPS

OPTIMUM COOLING FOR AMC/JEEP, CHEVY, CHRYSLER, FORD & PONTIAC

Designed and cast at the Edelbrock Foundry and machined at Edelbrock's manufacturing facility in the USA, Edelbrock water pumps are the best in quality and performance. Edelbrock Victor Series water pumps provide maximum cooling for the street and the race track. They're ideal to prevent overheating in street rods and street machines, as well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock has designed these "super cooling" water pumps to provide maximum flow, maximum pressure and equal distribution to both sides of the block within 1%. Available for most popular applications, these high-performance pumps flow in only one direction for optimum efficiency. The casting's computer-designed internal passages and precision powdered metal impeller produce the maximum flow rate possible. Four finishes are available on select water pumps: Satin Aluminum, Polished, Black Powder Coated and EnduraShine.



Be Cool, Billet Specialties, March Performance & Jones Racing rely on Edelbrock water pumps for maximum cooling system performance



WHY CHOOSE EDELBROCK WATER PUMPS?

Edelbrock beats the competition hands down with features just not found on competitors water pumps...

Edelbrock water pumps are designed, cast, machined and tested right here in America for unbeatable quality

A cleaner casting and precision machining ensures higher flow volume and greater cooling efficiency than other water pumps

Modern vane design vastly increases coolant flow over competitors dated impeller design



PART NUMBERS IN RED ARE... NEW


#8831


#88103


#8820


#88104


#88113


GM/LS #8893


GM/LS #8896

AMC/JEEP
STANDARD ROTATION

Victor Series Water Pump **#8831 fits all 1968-72 AMC 290-401 and 1971-72 Jeep 304 and 360 V8 engines.** This pump is a short-style pump and measures 4-7/16" from block surface to hub. Victor Series Water Pump **#8832 is a long-style pump** and measures 4-13/16" from the block to hub. **It fits all 1973-91 AMC 304, 360, and 401 V8 engines and 1973-91 Jeep 304, 360, and 401 V8.** Both pumps feature a 3/4" ball/ball bearing, 1.80" inlet diameter and 5/8" pilot shaft.

Short-Style Pump for 1968-72 290-304-360-401 (satin aluminum finish).....**#8831**
Long-Style Pump for 1973-91 304-360-401 (satin aluminum finish).....**#8832**

CHEVROLET
SMALL-BLOCK

Application	Rotation	Height	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1955-68 S/B passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks.	Standard	Short	5/8"	3/4"	5-5/8"	1.80"	Satin Polished Black EnduraShine	#8810 #8820 #88103 #88104
Fits all 1969-87 S/B Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881).	Standard	Long	5/8"	3/4"	6-15/16"	1.80"	Satin Polished Black EnduraShine	#8811 #8821 #88113 #88114
Fits all 1971-82 S/B Corvettes.	Standard	Short	3/4"	3/4"	5-13/16"	1.80"	Satin Polished EnduraShine	#8812 #8822 #88124
Fits 1987-95 S/B Chevy V8's and 90° V6s using serpentine drive belt. Does not fit LT1 or Vettes.	Reverse	Long	5/8"	3/4"	6-15/16"	1.80"	Satin EnduraShine	#8881 #88814
Fits all 1984-91 350 c.i.d. Corvettes.	Reverse	Short	3/4"	3/4"	5.80"	1.54"	Satin Polished	#8815 #8825
Ideal for street rods with aftermarket serpentine belt pulleys.	Reverse	Short	5/8"	3/4"	5-5/8"	1.84"	Satin Polished EnduraShine	#8882 #8892 #88824

GM
LS

Application	Rotation	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Finish	Part No.
Two-piece pump for Gen III Fits 1997-04 GM LS1/LS6	Reverse	3/4"	3/4"	6"	Satin	#8896
Fits 2005-07 LS2, 2008 LS3, 2007-08 LS7, 2008-09 Pontiac, 2008 L76 with right side return outlet	Reverse	3/4"	3/4"	5.31"	Satin	#8893
Fits 2009-10 LSA, 2009-10 LS3, 2009 L76 and 2009-10 LS7 with left side return outlet	Reverse	3/4"	3/4"	5.31"	Satin	#8894
Replacement cartridge for Edelbrock LS Gen III water pump #8896 only	Reverse	3/4"	3/4"	–	Satin	#8897
Billet pulley for Edelbrock LS water pump #8896	–	–	–	–	Black	#8898
Billet pulley for Edelbrock LS water pumps #8893 & #8894	–	–	–	–	Black	#8899

Billet pulley note: *Not compatible with stock clutch fan for 2008 trucks. Passenger side outlets are threaded: 1-3/8"-18 NPSF and 1-1/2"-14 NPSF.*


Pulley for GM/LS water pumps #8898

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

MADE IN USA

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

WATER PUMPS HIGH-PERFORMANCE STREET


#8850


#88513


#88514


#88413


#8849


4.6L Ford short-style #8803


FE Ford #8805

CHEVROLET
BIG-BLOCK

Application	Rotation	Height	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1965-68 B/B Chevy, passenger cars 1966-72 trucks and 1969-70 B/B Corvettes.	Standard	Short	5/8"	3/4"	5-3/4"	1.95"	Satin Polished Black EnduraShine	#8850 #8860 #88503 #88504
Fits 1969-87 B/B and some 1988-91 heavy-duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton.	Standard	Long	5/8"	3/4"	7-5/16"	1.875"	Satin Polished Black EnduraShine	#8851 #8861 #88513 #88514
Fits all 1971-74 B/B Corvettes.	Standard	Short	3/4"	3/4"	5-3/4"	1.95"	Satin Polished	#8852 #8862
Fits 1958-65 B/B Chevy 348/409 "W-Series" engines.	Standard	–	5/8"	3/4"	5-1/2"	1.95"	Satin EnduraShine	#8858 #88584
Fits 1988 and later C/K pickups equipped with 454 B/B using serpentine drive belt (no "V" Belts).	Reverse	Long	5/8"	3/4"	7-5/16"	1.875"	Satin Polished	#8853 #8863
Ideal for street rods with aftermarket serpentine belt pulleys.	Reverse	Short	5/8"	3/4"	5-3/4"	2.00"	Satin Polished EnduraShine	#8854 #8864 #88544

FORD
SMALL-BLOCK

Application	Rotation	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1965-68 289, 1968-69 302, 1969 351W engines, 1966-1977 Bronco and includes a right-hand inlet with back plate.	Standard	5/8"	3/4"	5.42"	1.78"	Satin Polished Black EnduraShine	#8841 #8846 #88413 #88414
Designed for 1965-67 289 Special "K" engine code with right-hand inlet with no back plate.	Standard	5/8"	3/4"	5.16"	1.78"	Satin Polished	#8842 #8847
Fits 1970-78 302, 1970-87 351W engines with left-hand inlet and back plate.	Standard	5/8"	3/4"	5.70"	1.78"	Satin Polished Black	#8843 #8848 #88433
Fits 1970-79 351C and 351M/400 engines with left-hand inlet and no back plate.	Standard	5/8"	3/4"	5.71"	1.78"	Satin Polished	#8844 #8849
Designed to fit 1986-93 Ford 5.0L V8 engines using a serpentine accessory drive belt Not for early model 289-302 V8's.	Reverse	5/8"	3/4"	5-3/4"	1.78"	Satin Polished Black	#8840 #8845 #88403
Fits 1993-97 Ford 5.0/5.8L V8 F-Series trucks using a serpentine accessory drive belt. Not for early model 289-302 V8s. Will not fit 1994-95 Mustangs.	Reverse	5/8"	3/4"	5-3/4"	1.78"	Satin	#8045

FORD
4.6L

These pumps feature a 3.80" powdered metal impeller and larger than stock 3/4" bearing. **Short-style pump #8803** is designed to fit **2002 Mustang GT and Cobra, 2003-04 Mustang GT, Cobra and Mach 1.** Measures 2.58" from block surface to hub. **Long-style pump #8804 fits 1996-01 Mustang GT and Cobra and 2005 10 Mustang GT.** Pump #8804 measures 3.43" from block surface to hub. Can be used on selected 2001 Mustang GT and Cobras and will require measurement to determine long or short style.

Short-Style Water Pump (satin aluminum finish) ..... **#8803**
Long-Style Water Pump (satin aluminum finish) ..... **#8804**

FORD
FE

This pump is designed to fit all 1965-76 Ford FE V8's. Comes with heavy-duty 3/4" ball/ball bearing, 2.125" inlet diameter and 5/8" pilot shaft. Measures 7.56" from block surface to hub.

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

PART NUMBERS IN RED ARE... NEW



429/460 Ford Polished #8876

FORD *(CONT.)*

429/460

Fits all 1970-92 429/460 V8's in passenger cars, trucks, vans and motorhomes. Has heavy-duty 3/4" ball/roller bearing and 3/4" pilot shaft. Features 1.98" inlet diameter and measures 5-1/2" from block surface to hub. Left-hand inlet, includes new backing plate.

	Satin	Polished	Black
For 1970-92 429/460	**#8866**	**#8876**	**#88663**



S/B Chrysler Polished #8887

CHRYSLER

SMALL-BLOCK

Available for 1969-85 Chrysler 318-360 engines, this pump is a direct replacement for stock and will accept all factory pulleys and accessories. Has heavy-duty 3/4" ball/ball bearing and seal. Dimension from block surface to hub: 5.55". Features an inlet diameter of 1.75" and the 5/8" pilot shaft.

	Satin	Polished
For 1969-85 318-360 Chryslers	**#8877**	**#8887**

CHRYSLER

BIG-BLOCK

Designed for maximum cooling and performance in 1958-79 361-440 Chrysler engines (including 426 HEMI). Engineered to directly replace the stock pump in the factory cast-iron housing or work with the Mopar® Performance aluminum housing. Measures 3.07" from block surface to hub and features a 5/8" pilot shaft.

	Satin	Black
For 1958-79 361-440 Chryslers (incl. 426 HEMI)	**#8814**	**#88143**



Pontiac Standard Rotation #8856

PONTIAC

STANDARD ROTATION

Fits 1969-79 389-455 c.i.d Pontiac engines with 11 bolt front timing cover with back plate. Manufactured with a 3/4" ball/ball bearing. Measures 4-1/2" from block surface to hub and features a 5/8" pilot shaft.

	Satin	Black
Pump for 1969-79 389-455	**#8856**	**#88563**



This pump features an aggressive 3.45" light weight impeller design. It's manufactured from A356-T6 aluminum in our Permanent Mold facility – creating a strong and durable casting!

VICTOR PRO SERIES RACING WATER PUMPS

FOR SMALL-BLOCK AND LS CHEVY

These Victor Pro series water pumps are designed for high output racing engines, especially dirt late model and circle track applications. They feature a two-piece cartridge style design for easy maintenance and improved performance. The two-piece design features improved symmetrical flow paths resulting in increased flow and requiring less horsepower from the engine. A new aggressive 3.45" impeller with improved inlet and outlet port designs provides maximum cooling with equal distribution making these water pumps highly efficient. All of this helps eliminate hot spots in the engine, producing optimum power from every cylinder. Finally, they feature a -2 AN bleeder screw for quick coolant system bleeding. These water pumps will fit more aftermarket racing application pulley designs – compared to other pumps on the market. **Victor Pro Series delivers 20% more output with 10% less Parasitic loss over a standard water pump!**



S/B Chevy Two-Piece Pump #8827

VICTOR PRO FOR SMALL-BLOCK CHEVY

This standard rotation pump fits all 1955-95 S/B Chevy engines. Measures 5-13/16" from block surface to hub. The unique features of this water pump include -10 AN auxiliary outlet ports (90° to the block) and -6 AN top inlet port. This pump is primarily designed for use in racing applications and will require the use of longer than stock mounting bolts. Can be modified for street applications, but may not fit stock accessory brackets. 1.85" inlet diameter.

Victor Pro Two-Piece Water Pump for S/B Chevrolet ..... **#8827**
Replacement Cartridge ..... **#8828**



GM LS Two-Piece Water Pump #8895

VICTOR PRO FOR GM LS SERIES

This pump fits all GM LS series engines, but will require the use of aftermarket competition brackets. It measures 6" from block surface to hub and features a relocated thermostat housing on the top. It is a standard clockwise rotation design to accommodate racers using a simplified accessory drive setup. It is primarily designed for use in racing applications and will require the use of longer than stock mounting bolts. Can be modified for street applications, but will not fit stock accessory brackets. Can not be used with a stock manifold, must be used with carbureted style manifolds. 1.85" inlet diameter.

Victor Pro Two-Piece Water Pump for GM LS ..... **#8895**
Replacement Cartridge ..... **#8828**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

WATER PUMPS COMPETITION & INSTALLATION ITEMS


S/B Chevy Circle Track Pump #8819

VICTOR SERIES CIRCLE TRACK WATER PUMPS

These competition water pumps are designed for circle track and endurance racing applications. They feature a revised impeller entry, a hard black anodized finish and .100" thicker rear cover for greater durability. Auxiliary water outlets ease fabrication of custom plumbing systems and auxiliary fittings are available as AN or NPT. These water pumps provide maximum cooling with equal distribution to both sides of the block within 1%. By eliminating hot spots, the engine produces optimum power from every cylinder without detonation and pre-ignition. **Other features include billet steel hub and heavy-duty ball/roller bearings.**

SMALL-BLOCK CHEVY

These pumps fit all 1955-95 S/B Chevy engines. They come with heavy-duty 3/4" ball/roller bearing and a 1.85" inlet diameter. Both measure 5-13/16" from block surface to hub and come with 3/4" pilot shaft.

Victor Circle Track Pump, -8 AN auxiliary fittings at 90° to the block ..... **#8816**
Victor Circle Track Pump, 3/8" NPT auxiliary fittings at 45° to the block ..... **#8817**


S/B Chevy Circle Track Pump #8817

Victor Circle Track water pump #8819 is an upgraded version of water pump #8816. It features an improved right side outlet passage, -10 AN side water outlet ports, aluminum back plate, marine seal, and a powdered metal impeller. Measures 5-13/16" from block surface to hub with a 1.84" inlet diameter and 3/4" pilot shaft.

Victor Circle Track Water Pump, -10 AN auxiliary fittings at 90° to the block ..... **#8819**

SMALL-BLOCK FORD


S/B Ford Circle Track Pump #8833

Fits all Windsor style blocks with S/B Ford timing cover. Comes with heavy-duty 3/4" ball/roller bearing and 3/4" pilot shaft. Also features a 1.78" diameter left-hand inlet with back plate. Measures 5.70" from the block surface to the hub.

Victor Circle Track Pump ..... **#8833**

REPLACEMENT WATER PUMP GASKETS

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


#7251 #7252


#7257


#7253


#7254


#7258

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**



#9300

WATER BYPASS KIT

Provides (2) bypass hoses, fittings and water neck adapter to plumb from the center of cylinder heads to the water neck. This is common on circle track 23° high-port, 18°, and 15° heads. **NOTE:** Not for plumbing front to rear on intake manifolds.

Water Bypass Kit ..... **#8095**


#8095

PART NUMBERS IN RED ARE... NEW


#8168


#8163

HEATER HOSE ENDS

These heater hose ends are designed to hold up to any plumbing task you have. They are made from high quality aluminum to ensure they won't rust or corrode. Their available clear anodized and black finish in a variety of sizes to suit your application.

	Black	Clear Anodized
90° with 3/8" NPT and 3/8" Barb	#8167	#8168
90° with 3/8" NPT and 1/2" Barb	#8163	#8164
90° with 1/2" NPT and 3/8" Barb	#8169	#8177
90° with 1/2" NPT and 5/8" Barb	#8178	#8179
90° with 1/2" NPT and 1/2" Barb	#8180	#8182
90° with 1/2" NPT and 3/4" Barb	#8165	#8166
Straight with 1/4" NPT and 3/8" Barb	#8191	#8199
Straight with 1/2" NPT and 3/8" Barb	#8185	#8186
Straight with 3/8" NPT and 3/8" Barb	#8117	#8118
Straight with 3/8" NPT and 1/2" Barb	#8114	#8115
Straight with 3/8" NPT and 5/8" Barb	#8187	#8188
Straight with 1/2" NPT and 1/2" Barb	#8119	#8121
Straight with 1/2" NPT and 5/8" Barb	#8159	#8160
Straight with 1/2" NPT and 3/4" Barb	#8183	#8184


#8186


#8187

HIGH PERFORMANCE THERMOSTATS

Edelbrock thermostats are designed to ensure consistent cooling in high-performance applications. These thermostats feature a brass and copper valve assembly with a stainless steel body for durability. They are bolt-on OE style replacements and will fit many popular domestic and import applications.

Application	Temp (F)	53mm (2-3/32")	63mm (2-31/64")
High Performance Thermostats	160°	#8603	#8606
High Performance Thermostats	180°	#8604	#8607
High Performance Thermostats	190°	#8605	N/A


#8603


#8606

WATERNECKS

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

Straight Aluminum (Chevy 4.3L V6, Chevy V8) ..... #4816
15° Aluminum (small-block Ford V8) ..... #4814
15° Chrome steel (small- and big-block Chevy V8) ..... #4809
45° Aluminum Adjustable (Chevy 4.3L V6, small- and big-block Chevy V8) ..... #4817
90° Aluminum Adjustable (Chevy 4.3L V6, small- and big-block Chevy V8) ..... #4818


#4816


#4814


#4809

WATER NECK ADAPTER

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

Water Neck Adapter ..... #8028


#4817


#4818


#8028



HOSE CLAMPS

Don't trust your engine to just any hose clamps… Get the ultimate seal with these revolutionary hose clamps. These unique maintenance-free design retain tension and never needs retightening. Plus, they're easy to install and only require an ordinary heat gun. Simply place the clamp over the fittings and hose, then apply heat to seal! They are ideal for preventing leaks on out-of-round applications and conform to any shape of hose, housing or fitting. These hose clamps are made from a heat-sensitive thermoplastic with a memory to prevent over– or under-tightening. Can be used with all brands of silicone hose and is temperature rated from -40°F to 302°F. Sold individually and for use with coolant hose only.

Hose Clamp (O.D. 1.5" - 1.75") ..... #8460
Hose Clamp (O.D. 1.75" - 2") ..... #8461
Hose Clamp (O.D. 2" - 2.25") ..... #8462

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

ENGINE DRESS-UP



Pro-Flo 1000 Series Air Cleaner #1002



Pro-Flo 1000 Air Cleaner #10023

PRO-FLO® 1000 SERIES REUSABLE AIR CLEANER

Pro-Flo 1000 Series, with the popular reusable air filter, offers superior flow capacity, low profile, good filtration, performance benefits and long-term savings. This air cleaner fits most popular domestic carburetors and provides minimum flow restriction and good filtering ability. These are an economical and effective way to keep clean air feeding your engine without the expense of a new filter every few thousand miles. Inside every Edelbrock Pro-Flo 1000 Series, you'll find our exclusive reticulated urethane foam element. Maintaining Pro-Flo's foam element is simple. Just release the spring clip, remove the element, wash in hot, soapy water, rinse, dry and reassemble. If necessary, replace with element #1099.

	Overall Height	Chrome	Black
Pro-Flo 1000 Air Cleaner for 4-bbl. Carbs with 5-1/8" Air Horn ●	3"	#1002	#10023
Replacement Air Filter for Pro-Flo 1000 Series Air Cleaner #1002 & #10023		#1099	#1099

PRO-FLO® AIR CLEANERS

Top off your engine with a good looking Pro-Flo air cleaner. The Edelbrock signature and styling coordinate beautifully with Edelbrock Signature Series valve covers. These air cleaners are stamped from a high quality 18-gauge steel. Available in two great finishes; triple chrome-plated with stamped Edelbrock logo and textured black finish with a screen printed Edelbrock logo for a modern look.



14" Air Cleaner #1223

ROUND AIR CLEANERS

Edelbrock round air cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, Thunder Series AVS, Holley, Thermo-Quad, Quadrajet and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base for use with a crankcase ventilation adapter #1205 (sold separately on page 192). #1203, #1208, #1209, #1221 and #1223 fit all Edelbrock carburetors. Overall height is measured from the gasket flange to the top of the supplied retaining nut. Dimensions are accurate within 1/8".



14" Air Cleaner #1206

14" DIAMETER AIR CLEANER	Overall Height	Chrome	Black
With 3" paper element ●	3-5/16"	#1207	N/A
With 3" pre-oiled cotton element ●	3-5/16"	#1206	N/A
With 3" paper element, 3/8" deeper flange (A) ●	3-3/4"	#1221	#1223
With 3" pre-oiled cotton element, 3/8" deeper flange (A) ●	3-3/4"	#1224	#1225
10" diameter with 2" paper element ●	3-1/2"	#1208	#1203
6" diameter with 2-1/2" paper element, 5-1/8" base ●	3-5/8"	#1209	N/A
Air Cleaner Spacer	3/4"	N/A	#8092
Air Cleaner Spacer	1/2"	N/A	#8093

Installation Notes: *#1207/#1208 are stock height and require spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #1221, #1223, #1224 and #1225 fit all Edelbrock carbs and Q-jets (3/8" taller than #1207).*



Air Cleaner Spacer #8092

OVAL AIR CLEANERS

Available for Edelbrock single- and dual-quad applications, these oval air cleaners clear HEI distributors and all stock components. #1235 fits all Edelbrock dual-quad manifolds and others with 6-7/16" carb center-to-center. **They come with a high-quality 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration**. Overall dimension is 13-1/2" x 7".



Oval Air Cleaner #1235

Oval for Dual-Quads (overall height 3-1/2") ● ..... **#1235**
Oval for Single 4-Barrel Carburetor (overall height 3-1/2") ● ..... **#1236**

TRIANGULAR AIR CLEANER

The Signature Series triangular air cleaner is a style with a shape reminiscent of the muscle car era. This hot-looking chrome air cleaner has the classic Edelbrock signature. **This triangular air cleaner comes with a high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration**. Designed for use with 5-1/8" diameter carbs (Edelbrock square-bore, Q-Jet, etc.), the Pro-Flo #1222 clears HEI distributors and electric choke housings. Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.



Triangular Air Cleaner #1222

Pro-Flo Chrome Triangular Air Cleaner (overall height 3-1/2") ● ..... **#1222**

PRO-FLO T.B.I. CHROME AIR CLEANER TOP FOR 1988-92 GM V8 ENGINES

These are direct replacements for stock air cleaner tops on S/B and B/B Chevy/GMC V8 cars and trucks with Throttle Body Injection. Stamped from 18-gauge steel and triple chrome-plated. Sealing ring included.

Chrome Air Cleaner Top for 1988-92 GM T.B.I. Vehicles ● ..... **#1213**



T.B.I. Air Cleaner Top #1213

Note: *See page 192 for replacement elements.*
(A) Will not fit turbo engine

PART NUMBERS IN RED ARE... NEW



AMC/Jeep #4431



Small-Block Chevy, Low Profile #4443


Small-Block Chevrolet, Centerbolt #4446



Big-Block Chevrolet, Low Profile #4483



Big-Block Chrysler #4491



Small-Block Chrysler #4473



Small-Block Ford #4460



Ford 429/460 #4463



#4403 #4410 #4405

SIGNATURE SERIES VALVE COVERS



Engineered for function and styled for great looks, Signature Series valve covers have stock-style breather baffles that prevent oil passage to the PCV valve. These quality valve covers accept all emissions equipment, including PCV valve holes. Rubber grommets for the breather and PCV valve holes are included. Matching breathers sold separately. Available in two great finishes; triple chrome-plated with stamped Edelbrock logo and textured black finish with a screen printed Edelbrock logo for a modern look.

	Overall Height	Chrome	Black
AMC/Jeep 290-304-343-360-390-401 V8 '67-91 (no baffle)	3.0"	#4431	N/A
Buick 3.8L & 4.1L V6 '77 & later (no baffle) (A)	3.1"	#4486	N/A
Chevrolet 194-292 1962-88 Inline 6 (USA) **& 1962-2001** (South America)	3.5"	#4477	N/A
Chevrolet 2.8L 60° V6 '82-93 (no baffle)	2.6"	#4488	N/A
Chevrolet 262-400 '59-86 (low) (B)	2.8"	#4449	#4443
Chevrolet 262-400 '59-86 (tall) (A) (B) 🔵	3.7"	#4649	#4643
Chevrolet 262-400 '87-95 Centerbolt (low)	2.2"	#4446	N/A
Chevrolet 396-502 V8 '65 & later (low)	2.6"	#4480	#4483
Chevrolet 396-502 V8 '65 & later (tall)	3.8"	#4680	#4683
Chrysler 318-340-360 V8 '65-91	3.2"	#4495	#4473
Chrysler 361-383-400-413-426-440 V8 '58-79	3.6"	#4491	#4493
Ford 260-289-302 (not Boss) **and 351W V8** (D)	3.7"	#4460	#4603
Ford FE 332-352-360-390-406-410-427-428 V8 '58-76	3.9"	#4462	#4623
Ford 351M-400 and 351C V8	2.9"	#4461	N/A
Ford 429/460 V8	3.6"	#4463	N/A
Oldsmobile 350-455 V8 (fits 5- and 10-hole heads)	2.9"	#4485	N/A
Pontiac 301-326-350-389-400-421-455 V8 - '62-79 (low - no baffle) (C)	3.0"	#4456	#4453
Pontiac 301-326-350-389-400-421-455 V8 - '62-79 (tall) (C)	3.4"	#4457	N/A

Installation Notes: *Tall Profile are 1-1/4" taller than stock, and clear most aluminum roller rockers and valvetrain components with moderate lift cams. Low Profile valve covers clear air-conditioning and alternator brackets. Signature Series Tall Profile valve covers will not clear stud girdles due to breather baffle interference.* ***Check clearance prior to purchase.***



Chevy 194-292 Inline 6 #4477



Oldsmobile 350-455 #4485



Pontiac 301-455 #4457

VALVE COVER BREATHERS

Our push-on style valve cover breathers contain an effective filter which traps oil vapor and prevents engine compartment contamination. Breathers come with rubber grommets and match our chrome and black valve covers. Fits any 1-1/4" diameter valve cover hole. Available in two finishes; triple chrome-plated with inscribed Edelbrock logo and textured black finish with a screen printed Edelbrock logo for a modern look.

	Chrome	Black
Round Breather 🔵	#4405	#4403
Round Breather with 90° PCV Port 🔵	#4410	#4413

(A) Will not fit turbo engine
(B) Will not fit '86 & later Vette aluminum heads or 1987 and later Chevy cast iron heads
(C) Will not clear alternator on 1968 Firebird 400
(D) Will not clear 5.0L EFI intakes (except Victor #2945 and #3887) unless spacers on page 78are used.

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

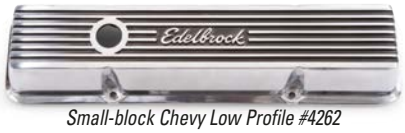
ENGINE DRESS-UP



Elite II Series Air Cleaner #4266



Elite II Series Oval Air Cleaner #4272



Small-block Chevy Low Profile #4262



Small-block Chevy Tall Profile #4263



Big-block Chevy #4275



Big-block Chrysler #4276



Small-block Ford #4264



Ford FE #4277



#4204

ELITE II SERIES AIR CLEANER & VALVE COVERS

Introducing the next generation of Elite Series accessories… Elite II. This new line of accessories feature a design that is influenced by the original Elite Series originally released in 1985, but with a new modern take on this classic look. They're made from heavy-gauge, die-cast aluminum and are finished off with a show quality high luster polished finish. The raised fins are accented by a contrast gloss black finish between the fins for the definitive Elite Series look.

ELITE II AIR CLEANER

Our Elite II round air cleaners fit all popular 5-1/8" diameter carburetors and include a black anodized knurled nut. They come with a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal filter with the exclusive Pro-Charge™ clean strip for easy maintenance and excellent filtration. Our oval air cleaners are designed to fit Edelbrock single- and dual-quad applications and should clear HEI distributors and stock parts. They come with high-quality 2-1/2" washable, pre-oiled reusable filter for excellent filtration. Overall oval air cleaner dimensions are 13-5/8" x 7-3/16".

	Overall Height	Polished
14" Diameter with 3" Element, 3/8" Deeper Flange for all Edelbrock Carbs ●	3.125"	#4266
14" Diameter with 3" Element ●	3.125"	#4268
14" Replacement Round 3" Element Only		#43666
Oval with 2-1/2" Element for Edelbrock Dual-Quads Carbs ●	3.50"	#4272
Oval with 2-1/2" Element for Single 4-Barrel Carburetor ●	3.50"	#4273
Replacement Pro-Flo Oval 2-1/2" Element Only		#1226

Installation Notes: *#4268 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs.*

Select Edelbrock crate engines feature Elite II valve covers and air cleaner



Elite II Air Cleaners include the exclusive air element with Edelbrock Pro-Charge Strip



ELITE II VALVE COVERS

Our tall profile valve covers are 2" taller than stock, and clear most roller rockers and valvetrain components. Our low profile valve covers clear all air-conditioning, alternator brackets and aluminum rockers. Overall height is measured from gasket flange to top at the highest point.

	Overall Height	Polished
Chevy 262-400 V8 1959-86, Low Profile (B)	2.93"	#4262
Chevy 262-400 V8 1959-86, Tall Profile (A,B) ●	4.40"	#4263
Chevy Big-Block V8 1965 & Later	3.00"	#4275
Chrysler Big-Block 383/440	3.62"	#4276
Ford 289/302/351W (except Boss) Tall Profile (A,C)	3.70"	#4264
Ford FE 1958-1976	3.55"	#4277

Installation Notes: *#4275 and #4277 are designed to clear most roller rockers on factory cast iron and Edelbrock cylinder heads. They may also interfere with some factory accessory brackets and power brake boosters. #4276 is designed to clear most roller rockers on factory cast iron and Edelbrock heads.*

Footnotes:
(A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
(B) Will not fit 1986 & later Corvette aluminum heads or 1987 & later S/B Chevy cast iron heads.
(C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.

ELITE SERIES BREATHER

The Elite Series breather is die-cast aluminum with a foam element. Will not fit Elite Series valve covers #4246, #4247 or #4252.

Push-in Style, Top-mounting (2-1/2" tall) ● ..... **#4204**

PART NUMBERS IN RED ARE... NEW



Racing Series Air Cleaner #41663



Small-block Chevy Low Profile #41633



Small-block Chevy Tall Profile #41643



Small-block Ford #41653



Racing Series Accessories feature a raised Edelbrock Racing logo with a distinctive look

DON'T FORGET VALVE COVER GASKETS AND GASGACINCH!

See page 83 for Edelbrock engine gaskets and Gasgacinch for a quality valve cover installation.



RACING SERIES AIR CLEANER & VALVE COVERS

These new Racing Series accessories are the latest addition to our line of engine dress-up accessories. Made from heavy-gauge, die-cast aluminum, these valve covers feature a sleek flat black textured finish with diamond cut finish raised racing stripe and Edelbrock Racing logo. The modern high-tech look will give any engine an aggressive look to match it's performance.

RACING SERIES AIR CLEANER

Fits all popular 5-1/8" diameter carburetors and includes a black anodized knurled nut. Includes a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal Air Filter for excellent filtration. Our Pro-Flo Universal Air Filters feature the exclusive Pro-Charge™ clean strip for easy maintenance.

	Overall Height	
14" Diameter with 3" Element, 3/8" Deeper Flange for all Edelbrock Carbs ●	**3.125"**	**#41663**
14" Replacement Round 3" Element Only		**#43666**

RACING SERIES VALVE COVERS

Our Tall Profile are 2" taller than stock, and clear most roller rockers and valvetrain components. Our Low Profile valve covers clear all air-conditioning, alternator brackets and aluminum rockers. Overall height is measured from gasket flange to top at the highest point. Match with billet breather #42133, see page 191.

	Overall Height	
Chevy 262-400 V8 1959-86, Low Profile (B)	**3.05"**	**#41633**
Chevy 262-400 V8 1959-86, Tall Profile (A,B) ●	**4.51"**	**#41643**
Ford 289/302/351W (except Boss) **Tall Profile** (A,C)	**3.70"**	**#41653**

Installation Notes:
(A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
(B) Will not fit 1986 & later Corvette aluminum heads or 1987 & later S/B Chevy cast iron heads.
(C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.



Racing Series air cleaner and valve covers are included with all Edelbrock E-Street Crate Engines



Racing Series Air Cleaners include the exclusive air element with Edelbrock Pro-Charge Strip

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

ENGINE DRESS-UP



Victor Small-Block Chevy Valve Cover #41733



Victor Small-Block Chevy Centerbolt Valve Cover #41723



Victor Big-Block Chevy Valve Cover #41813

VICTOR SERIES VALVE COVERS

Our Victor Series valve covers have a finely textured black powder coated finish for a pleasing and unique appearance. This is the same finish you'll find on our top-of-the-line Edelbrock/Musi 555 Crate Engine. These valve covers are manufactured from die-cast aluminum and machined with 1-1/4" breather hole. Overall height is measured from base to top at the highest point.

	Overall Height	Black
Chevy 262-400 1959-86, Low Profile	**2.50"**	**#41713**
Chevy 262-400 1959-86, Tall Profile ●	**3.75"**	**#41733**
Chevy 262-400 1986-95 with Left Breather Hole - (centerbolt)	**2.50"**	**#41723**
Chevy 396-502 1965 & Later, Tall Profile	**3.75"**	**#41803**
Chevy 396-502 1965 & Later, Low Profile	**2.75"**	**#41813**
Chrysler 361-383-400-413-426-440 1958-79	**3.50"**	**#41783**
Ford 289/302/351W (except Boss), Low Profile (A)	**2.75"/3.90"**	**#41253**
Ford 289/302/351W (except Boss), Tall Profile (A)	**3.88"**	**#41263**

(A) Ford #41253 low profile measures 2.75" tall on the intake and 3.90" tall on the exhaust side; #41263 tall profile measures 3.88" tall on the intake and 3.88" tall on the exhaust side.



Victor Small-Block Ford Valve Cover #41253



Victor Small-Block Ford Valve Cover #41263

Victor Series Air Cleaner #41613



Victor Series Air Cleaner #42203



VICTOR SERIES AIR CLEANERS

Edelbrock Victor Series air cleaners feature a die-cast aluminum lid with a finely textured black powder coated finish for a pleasing and unique appearance. This is the same finish you'll find on our other Victor Series accessories. These air cleaners work with all popular 5-1/8" carburetors or 4-bbl. throttle bodies and includes a knock-out in the base for use with a crankcase ventilation adapter (sold separately on page 209). **They come with high-quality 3" washable, pre-oiled cotton gauze element for excellent filtration.** Overall height is measured from base to top at the highest point. See page 209 for replacement elements.

	Overall Height	Black
Round Air Cleaner, 14" diameter with 3" element ●	**3-1/8"**	**#41613**
Oval Air Cleaner, 11-7/8" x 8-1/4" with 2.4" element ●	**3-3/4"**	**#42203**







Aluminum Breather #4407



Aluminum Breather #42133

VALVE COVER BREATHERS

AVAILABLE IN POLISHED OR BLACK FINISH

Edelbrock Billet Aluminum Breathers #4213 and #42133 are a great way to finish off any engine bay. These push-in style valve cover breathers contain a foam element that allows the engine to properly breathe and traps oil vapor and prevents engine compartment contamination. They are available chrome or with a black textured finish to match Edelbrock valve covers. Fits any 1-1/4" diameter valve cover hole. Racing Breather #4203 is made from die-cast aluminum and is designed for competition use. It features a polished finish with an etched Edelbrock script logo on top. Circle Track Breather #4420 is ideal for high-performance competition applications. This push-in style breather is chrome finished and stamped with the Edelbrock name. It has an oiled-cotton gauze washable element and screen that provides low air flow restriction

	Chrome	Polished	Black
Billet Aluminum Breather ●	**N/A**	**#4213**	**#42133**
Billet Aluminum Breather with 90° PCV Port ●	**N/A**	**#4407**	**#4406**
Aluminum Racing Breather (4-3/4" tall, 3-1/8" bolt space) ●	**N/A**	**#4203**	**N/A**
Circle Track Breather ●	**#4420**	**N/A**	**N/A**



Aluminum Racing Breathers #4203



Circle Track Breather #4420

PART NUMBERS IN RED ARE... NEW



Classic AMC Valve Cover #4199



Classic Small-Block Chevy Valve Cover #4144



Classic 348/409 W-Series Chevy Valve Cover #41403



Classic Series Chevy Valve Cover #4143



Classic B/B Chevy Valve Cover #41853



Classic Chrysler Small-Block LA Valve Cover #4176



Classic Small-Block Ford Valve Cover #4160



Classic Ford FE Valve Cover #41623



Classic Pontiac Valve Cover #4130

CLASSIC SERIES AIR CLEANERS

This line of air cleaners were created to perfectly match our popular classic aluminum finned valve covers. Three models for single or dual-quads give you plenty of options for that "just right" look on any nostalgic rod or muscle car. Additionally, the small oval air cleaner provides adequate hood clearance in demanding applications as well as a coordinated appearance with the classic finned look. **They come with high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration.** These air cleaners work with all popular 5-1/8" necks, for all carburetors or throttle bodies. Our Classic Series air cleaners are available in either a satin, polished or durable black powder coated finish. See page 209 for replacement elements.

	Overall Height	Satin	Polished	Black
Small Oval Cast Air Cleaner for Single 4-barrel Carb with 2.4" Element 🔵🟡	3.9"	#41159	#4115	#41153
Round Cast Air Cleaner for Single 4-barrel Carb with 3" Element 🔵🟡	3.9"	#41179	#4117	#41173
Large Oval Cast Air Cleaner for Dual-Quads with 2.4" Element, 6-7/16" Center to Center (A) 🔵🟡	4.45"	#41199	#4119	#41193

(A) Will not fit C-26 intake manifolds #5425, #54251, #54254 and #5426 due to distributor clearance.

Classic Series Finned Air Cleaner #4115 with Polished Finish





Classic Series Finned Air Cleaner #41173 with Black Powder Coated Finish

Classic Series Finned Air Cleaner #41179 with Satin Finish



MADE IN USA

Classic Series air cleaners and valve covers are manufactured in the USA for unsurpassed quality and performance

CLASSIC SERIES VALVE COVERS

Edelbrock first made these aluminum valve covers in the late '50s and they're still a classic. Made of heavy-gauge sand-cast aluminum, our classic finned valve covers are available in either a satin, polished or durable black powder coated finish. Overall height is measured from base to top at the highest point. Edelbrock classic valve covers can be machined to accept breathers if desired.

	Overall Height	Satin	Polished	Black
AMC/Jeep 290-401 V8 1967-91	3-3/8"	#41999	#4199	#41993
Chevy 262-400 V8 1959-86 (no breather holes) 🔵	3-1/2"	#41459	#4145	#41453
Chevy 262-400 V8 1959-86 (with breather holes)	3-1/2"	#41439	#4143	#41433
Chevy 262-400 V8 1959-86 (with oil fill hole)	3-1/2"	#41449	#4144	#41443
348/409 W-Series Chevy	3-13/16"	#41409	#4140	#41403
Chevy Big-Block V8 1965 & Later	3-1/2"	#41859	#4185	#41853
Chrysler Small-Block LA 318-340-360	3-3/4"	#41769	#4176	#41763
Chrysler Small-Block Magnum	3-3/4"	#41779	#4177	#41773
Chrysler Big-Block 383/440	4"	#41929	#4192	#41923
Ford 221–351W V8 1962-95 🔵	3-3/4"	#41609	#4160	#41603
Ford FE V8 1958-1976 (see note below)	5"	#41629	#4162	#41623
Pontiac 301–455 V8 1962-79 🔵	3-1/8"	#41309	#4130	#41303

Installation Notes: *May not clear some power brake boosters on Ford FE applications.*

EMISSIONS GUIDE

🟢 **50-STATE LEGAL** 🔴 **RACING ONLY** 🔵 **PRE-POLLUTION CONTROLLED VEHICLES** ⚫ **STOCK REPLACEMENT** 🟡 **ENGINE SWAP**

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

PERFORMANCE AIR FILTERS



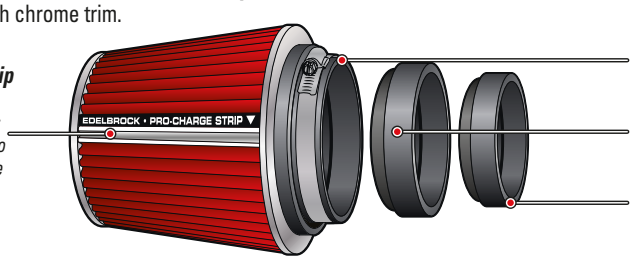
PRO-FLO® UNIVERSAL AIR FILTERS

Edelbrock's Pro-Flo Universal Air Filters are an economical way to ensure your engine is getting clean air, without the expense of buying a new filter every few thousand miles. They are constructed for superior filtration and air flow performance. They also feature the Edelbrock exclusive Pro-Charge™ clean strip for easy maintenance. The Pro-Charge strip will let you know when it's time to clean your filter. Each filter is washable and reusable. **Use Edelbrock Pro-Charge™ Cleaning Kit #43600 to clean and re-oil.**

The Pro-Flo Universal Fit Conical Series features triple chrome plated trim for a show-quality look. They are also designed with three inlet adapter rings for use on 3", 3.5" and 4" inlet tube systems. Available in black, red and blue to complement any engine bay.

Our Pro-Flo 14" round air cleaners feature a high flow element top and are designed to be used with all popular 5-1/8" diameter carburetors. **In testing, the high flow element top delivered improved performance over a traditional air cleaner top.** Available in black with black trim, red with chrome trim and blue with chrome trim.

Pro-Charge™ Strip
Patent pending technology informs you when it's time to clean your reusable air filter.



CONICAL AIR FILTERS

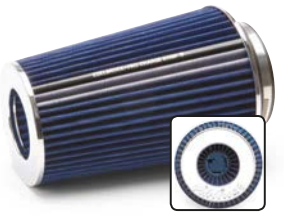
Description	HP Range	Length	Width	Emissions Code	Black	Red	Blue
Pro-Flo Valve Cover Breather with 9mm Inlet	–	2.5"	2"		#43510	#43511	#43513
Pro-Flo Cone Air Filter with 3" Inlet and Red Element	250-370	6.5"	6"		–	#43651	–
Pro-Flo Universal Fit Compact Cone Air Filter	240-340	3.7"	6"		#43610	#43611	#43613
Pro-Flo Universal Fit Medium Cone Air Filter	330-470	6.7"	6"		#43640	#43641	#43643
Pro-Flo Universal Fit Tall Cone Air Filter	350-500	10"	6"		#43690	#43691	#43693


Valve Cover Breather #43513


Medium Air Filter #43651

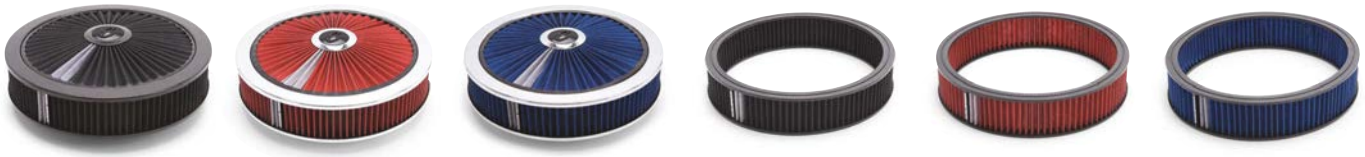

Compact Air Filter Black #43610


Medium Air Filter Red #43641


Tall Air Filter Blue #43693

ROUND AIR CLEANERS

Description	Width	Height	Emissions Code	Black	Red	Blue
Pro-Flo High-Flow 14" Round Air Cleaner with Chrome Trim	14"	3.5"		–	#43660	#43661
Pro-Flo High-Flow 14" Round Air Cleaner with Black Trim	14"	3.5"		#43662	–	–
Pro-Flo High-Flow 14" Round Air Cleaner Element Only	14"	3.5"	–	#43668	#43666	#43667



ACCESSORIES

Description	Part-No.
Pro-Charge Air Filter Cleaning Kit	#43600
Pro-Charge Air Filter Cleaner (12 qty - 10.14 oz bottles)	#43601
Pro-Charge Air Filter Oil (12 qty - 10.14 oz bottles)	#43602
E Logo Black Anodized Round Nut	#4270
E Logo Black Anodized Round Nut with Machined "E"	#4271
Black Anodized Knurled Round Nut	#4209

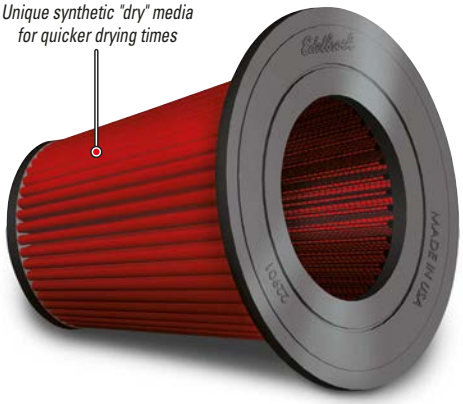


Cleaning Kit #43600


#4271


#4270

PART NUMBERS IN RED ARE... NEW

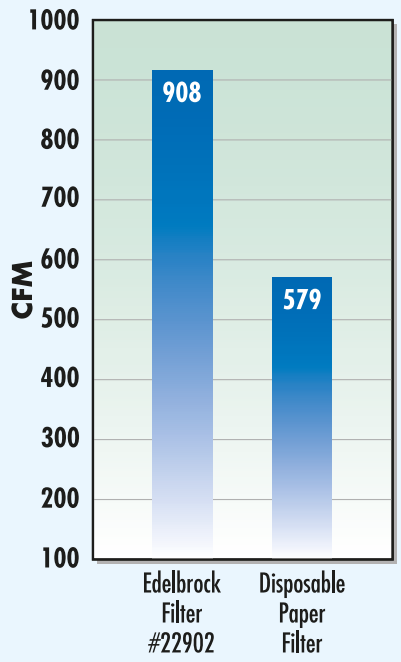


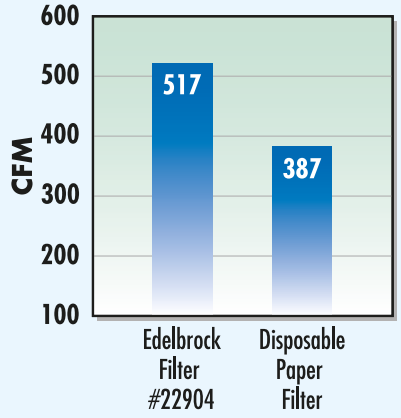
Edelbrock Pro-Flo Replacement Air Filters are manufactured in the USA for unsurpassed quality and performance



GET MORE OUT OF YOUR DAILY DRIVER!

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





PRO-FLO® REPLACEMENT AIR FILTERS

Since 1938, Edelbrock has been the pioneer in intake air flow performance. If there's one thing we know... clean air is essential for every engine and more is always better. Improving engine performance is achieved when you limit restriction and increase air flow. A high quality air filter is the key to making this happen. Our new Pro-Flo Replacement Air Filters are designed to just that! **They feature a synthetic media that delivers the right balance of clean air with the least amount of restriction. They are made from a washable and reusable dry design that does not require oiling after cleaning.** This combination makes them easier to use and maintain compared to cotton gauze air filters that depend on the right amount oil for proper filtration, without over oiling and fouling the MAF sensor.

Edelbrock Replacement Air Filters are constructed from a poly synthetic media that delivers improved filtration and performance over paper air filters. The high quality steel wire mesh protects the filter media while providing strength to ensure the filter keeps its shape. They also feature a precision molded rubber edge that provides strength as well as making a perfect fit, with a tight seal, on OEM air filter boxes.

Modern vehicles require modern technology like the Edelbrock Pro-Flo air filter. Disposable paper air filters have been in use for over 100 years and cotton gauze air filters for over 45 years. An air filter is the easiest upgrade, it only takes seconds, and will improve your engines performance. When you factor maintenance costs of cotton gauze air filters and the frequency of replacement with paper air filters... **an Edelbrock Pro-Flo filter is the most economical and easy to maintain solution for your engine.**

FEATURES & BENEFITS INCLUDE:

- ***High flow poly synthetic media for improved performance over paper media designs***
- ***Features a "dry" media – No need to re-oil after washing, reducing the potential for over oiling and damaging the MAF (Mass Air Flow) sensor***
- ***Reduced cost of ownership and easier to maintain when compared to cotton gauzes designs... no need for oil***
- ***Direct fit replacement in OEM air boxes***
- ***100% washable and reusable synthetic media for a quicker drying time – Simply clean with soap and water***
- ***Designed to last over 6-times longer then low cost disposable paper filters***
- ***Round, panel and conical designs available for many popular car, truck and SUV applications***

TECH TIP

IMPORTANT INFORMATION

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

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

ENGINE DRESS-UP



Edelbrock LS series coil covers are cast and machined in the USA

COIL COVERS
FOR GM GEN III LS SERIES ENGINES

Edelbrock's sand cast aluminum LS Series Coil Covers are a great way to dress up the LS1 in your street rod or muscle car. These coil covers are designed to eliminate the stock mounting brackets on transplanted LS1 engines by way of fitting coils directly to the underside of the Edelbrock cover. They are intended to create a clean under the hood custom appearance and **will not fit stock vehicles**. These covers accept GM #12558948 coils or aftermarket equivalent replacement coils such as MSD #8245.

	Satin	Polished	Black
Coil Covers for LS Series Engines	**#4118**	**#41181**	**#41183**

Installation Notes: *For use on 1999-later factory GM center-bolt valve covers. Designed for street rod and muscle car applications. Will not clear under-hood accessories on production vehicles.*



Coil Covers #4118 for LS Series Engines



Coil Covers #41181 for LS Series Engines



Coil Covers #41183 for LS Series Engines



#1216



#1217



#1218



#1219



#1220



#4226

REPLACEMENT ELEMENTS FOR EDELBROCK AIR CLEANERS

To keep your engine running clean, choose from replaceable paper elements or our premium pre-oiled cotton gauze elements for a lifetime of service. **We recommend #1216 as an upgrade for any Edelbrock 14" diameter air cleaner.**

3" tall, 14" diameter for #4123, #41613 & #41173 (pre-oiled reusable element) ..... **#1216**
3" tall, 14" diameter for #1207, #1221, #1223, #4207 & #4221 (paper element) ..... **#1217**
2-1/2" tall, 10" diameter for #1208 & #1203 (paper element) ..... **#1218**
2-1/2" tall, 6-3/8" diameter for #1209 & #1210 (paper element) ..... **#1219**
Oval filter element for #1235, #1236, #4235, #4236 & #4237 (pre-oiled reusable element) ..... **#1220**
Triangular filter element for #1222 & #4222 (pre-oiled reusable element) ..... **#4226**

CRANKCASE VENTILATION HOSE CONNECTION KIT

This kit mounts to the base of the air cleaner, providing a connection for the crankcase ventilation breather hose from the valve cover with Edelbrock air cleaners #1207, #1221, #1223 and aluminum air cleaners #4207, #4221, #4266 and #41663. This kit includes a hose connector and hardware.

PCV Hose Connection Kit ..... **#1205**



#1205



#4400

WING BOLTS AND HOLD-DOWN TABS

Universal valve cover hold-down kits may be used on all Edelbrock and similar design chrome valve covers, our Elite Series and Elite II valve covers, our Classic Series valve covers and our Victor Series valve covers. All hold-down kits have 4 items per pack, except #4414, #4427 and #44273.

	Chrome	Black
2-piece Wing Bolts with T-Top (3-3/4" long, 4 pieces)	**#4400**	**N/A**
2-piece Wing Bolts with T-Top (4-1/4" long, 2 pieces)	**#4401**	**N/A**
1-piece Wing Bolts with T-Top (5" long, 2 pieces)	**#4402**	**#44023**
Hold-down Tab Kit (small-block Chevy, 4 pieces)	**#4404**	**N/A**
Hold-down Tab Kit (small-block Chevy, 4 pieces, 5" long)	**#4426**	**#44263**
Hold-down Tab Kit (big-block Chevy, 7 pieces, 5" long)	**#4414**	**#44143**
Hold-down Tab Kit (universal, 8 pieces, 1.5" long)	**#4427**	**#44273**



#4402



#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 PCV Valve Grommets (pair) ..... **#8094**



#4427



#4415

PART NUMBERS IN RED ARE... NEW

EDELBROCK NITROUS SYSTEM CONFIGURATIONS AND FEATURES...

Edelbrock Nitrous Systems are calibrated to deliver safe and accurate horsepower gains with even distribution to all cylinders. Dyno-testing determines calibrations, not simple mathematical formulas, which don't take into account real-world variables. Available from 20 to 500+ hp, Edelbrock Nitrous Systems are the quickest and easiest way to get large horsepower gains with minimum modifications and expense. With the **Performer and Performer RPM** Line, you get a 50 to 250 horsepower increase at the flip of a switch with an installation time of approximately four hours. **Performer RPM II** systems include high-flow solenoids and stainless steel spray bars for 400+ hp capability. **Victor Jr.** racing systems produce serious horsepower with jetting supplied from 100 to 500+ horsepower. At the extreme level, we have the Edelbrock Series E1, Series E2, Series E3 and M3 Series Direct-Port systems which yield a huge gain of up to 500+ hp!

CARB/PLATE SYSTEMS

Nitrous Systems	Hp Added	Injector/Plate Type	Solenoids (Qty)	Nitrous Bottle	Brackets
Performer	50-75-100	Square-bore or Spread-bore	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-175-200-250	Square-bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-175	Spread-bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-200-250	4500 Series	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM Dual-Stage	75-250	Square-bore	Performer (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM Dual-Stage	100-250	4500 Series	Performer (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM Dual-Quad	100-150-200-250	Square-bore or 4500 Series	Victor Pro (1), Perf. RPM (1)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM II	200-400+	Square-bore or 4500 Series	Victor Pro (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM II Dual-Stage	100-400+	Square-bore or 4500 Series	Victor Pro (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Victor Jr.	200-400+	Square-bore or 4500 Series	Performer RPM (4)	10 lb. Powder Coated	Hinged Steel
Victor Jr. Dual-Stage	100-500	Square-bore or 4500 Series	Performer RPM (4)	10 lb. Powder Coated	Hinged Steel

DIRECT PORT SYSTEMS

Nitrous Systems	Hp Added	Qty. Jets Included	Nozzles	Solenoids Nitrous/Fuel	Distribution Blocks	Wiring Harness & Relays	Bottle & Brackets
Super Victor Direct Port Kit for V8 (E1)	200-300-400-500	56	E1 Aluminum, 1/8" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Super Victor Direct Port Kit for V8 (E2)	200-300-400-500	56	E2 Stainless Steel, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Super Victor Direct Port Plumb Kit for V8 (E3)	200-300-400-500	56	E3 Titanium, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Custom Manifold Plumb Kit for V8 (E2)	300	16	E2 Stainless Steel, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	–	Sold Separately
Custom Manifold Plumb Kit for V8 (E3)	300	16	E3 Titanium, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	–	Sold Separately



Pre-assembled system #72975



Nitrous System #70001

INTAKE MANIFOLDS WITH PRE-ASSEMBLED DIRECT PORT NITROUS SYSTEM

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

Are you looking to build a nitrous system for your high performance vehicle, but don't have the time or expertise to plumb an intake manifold? Now you can purchase a high-quality Edelbrock intake manifold with a direct port nitrous system pre-assembled and ready to install right out-of-the-box. These systems are compatible with any 4150 flange carburetor. They include an Edelbrock Victor Jr. intake manifold, Performer Series fuel and nitrous solenoids, distribution blocks and high flow lines with E2 Series nozzles. These systems are capable up to 300 additional horsepower. All the supply hard lines have been plumbed to deliver optimal nitrous and fuel flow on various applications. Kits include jetting for 100 and 150 horsepower. These systems do not include the bottle or supply lines.

Victor Jr. for Chevrolet 262-400 small-block ● ..... **#72975**
Super Victor for Chevrolet 262-400 small-block ● ..... **#72925**
Victor Jr. 454-R for Chevrolet 396-502 big-block ● ..... **#72902**

PERFORMER NITROUS PLATE SYSTEMS

SINGLE-STAGE *(50-100 HP)*

Designed to be the best carb/plate kits available, Edelbrock kits include more jets than other brands giving you greater tuneability. Our spray bars are precision machined on an EDM machine instead of standard drilling, giving you the best flow characteristics available. Performer single-stage nitrous systems are designed for use on carbureted V6 and V8 engines. Power increases can be adjusted from 50-100 horsepower. Edelbrock nitrous systems are simple to install with a 1/2" thick aluminum plate that fits between the carb and the intake manifold.

Silver Bottle

Square-bore Carburetors (50-75-100 HP) ● ..... **#70001**
Spread-bore (Q-Jet) Carburetors (50-75-100 HP) ● ..... **#70002**

PERFORMER PLATE KITS *(50-100 HP)*

Performer Plate Kits are an easy way to upgrade your existing system with Edelbrock Nitrous. Each kit includes plate, stainless steel jet assortment, and braided stainless steel fuel and nitrous lines.

Square-bore Carburetors (50-75-100 HP) ● ..... **#70011**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

NITROUS



Performer EFI Nitrous System #70400

EFI NITROUS SYSTEMS

FORD EFI DRY SYSTEMS *(80 HP)*

Performer EFI Nitrous Systems are the best way to get a major power increase in your fuel injected late-model street machine. These systems work with your stock ECU for a simple installation. Performer EFI "Dry" Nitrous Systems supply nitrous directly into the intake stream, and the extra fuel is supplied through the OE injectors by raising the fuel pressure or changing the duty cycle.

1986-95 Mustang 5.0L & 1996-98 4.6L (80 HP) ● .....**#70400**



Performer RPM Nitrous System #70050

PERFORMER RPM NITROUS PLATE SYSTEMS

SINGLE-STAGE *(100-250 HP)*

Performer RPM single-stage nitrous systems are designed for use on carbureted V8s. The solenoids are larger than our Performer systems and power increases can be adjusted from 100-250 horsepower. Edelbrock Nitrous Systems are simple to install with a 1/2" thick aluminum plate that fits between the carburetor and the intake manifold.

	Silver Bottle	*Polished Bottle*
Square-bore Carburetors (100-150-175-200-250 HP) ●	**#70050**	**#70033**
4500 Series Carburetors (100-150-200-250 HP) ●	**#70053**	**N/A**

PERFORMER RPM PLATE KITS *(100-150-175-200-250 HP)*

Performer RPM Plate Kits are an easy way to upgrade your existing system to Edelbrock Performer RPM spec. Each kit includes plate, stainless steel jet assortment, and braided stainless steel fuel and nitrous lines.

Square-bore Carburetors (100-250 HP) ● .....**#70060**
Spread-bore (Q-Jet) Carburetors (100-175 HP) ● .....**#70061**
4500 Series Carburetors (100-250 HP) ● .....**#70063**



Performer RPM 4500 Series Plate Kit #70063

PERFORMER RPM UPGRADE KITS *(100-150-175-200-250 HP)*

Upgrade Kits include everything needed to upgrade Performer nitrous systems to a Performer RPM system includes plate, solenoids, jets and all hardware.

Performer RPM Square-bore Upgrade Kit (100-150-175-200-250 HP) ● .....**#70021**

PERFORMER RPM NITROUS CARB/PLATE KITS (DUAL-QUAD) *(100-250 HP)*

Performer RPM single-stage nitrous systems are designed for use on carbureted V8s with dual-quad square-bore carburetors. The solenoids are larger than our Performer systems and power increases can be adjusted from 100-250 horsepower. Edelbrock Nitrous Systems are simple to install with two 1/2" thick aluminum plates that fit between the carburetors and the manifold.

Performer RPM Square-Bore Carbs Dual-Quad (100-250 HP) silver powder coated bottle ● .....**#70090**



Performer RPM Dual-Quad Kit #70090

PERFORMER RPM II NITROUS PLATE SYSTEMS

SINGLE- OR DUAL-STAGE

Performer RPM II Nitrous Carb/Plate Systems are available in single- or dual-stage configurations for power gains from 200 to 400+ horsepower. **Performer RPM II Single-Stage** systems are designed for use on carbureted V8 engines. **Performer RPM II Dual-Stage** systems are designed for those who want to add power in stages to soften the "hit" of the nitrous system to control excessive tire spin or violent chassis reaction. Both kits feature Victor Pro fuel solenoids and Victor Pro bottom discharge nitrous solenoids for enhanced flow capacity. The 1/2" thick aluminum spray bar plate fits between the carburetor and the intake manifold and features stainless steel spray bars with more discharge holes than Performer RPM systems for more flow and superior atomization.

	Single-Stage Silver Bottle	*Dual-Stage Silver Bottle*
Square-bore Carburetors (200-400+ HP) ●	**#70080**	**#70082**
4500 Series Carburetors (200-400+ HP) ●	**#70081**	**#70083**



Performer RPM II Nitrous System #70080

VICTOR JR. NITROUS PLATE SYSTEMS

SINGLE-STAGE *(200-400 HP)*

These systems feature four nitrous and four fuel jets, offering more tuning capabilities than any plate system currently available. The efficient design, with a billet aluminum plate that's only 11/16" thick, uses less nitrous than conventional plate systems at the same power levels. Dyno tests on a 500-inch Chevy proved at 400 HP jetting, EGTs varied less than 5% from cylinder-to-cylinder. Additional features include shorter spray bars that inject more liquid nitrous into the intake for more equal distribution across the plenum, more balanced air/fuel ratio and a quicker response time. Kits include everything shown to the left including a 10-lb. nitrous bottle (shipped empty), stainless steel jet selection, hardware and installation/owner's manual.

	Silver Bottle
Square-bore Carburetors (200-300-400+ HP) ●	**#70056**

PART NUMBERS IN RED ARE... NEW

DIRECT PORT NITROUS NOZZLES
CHOICE OF FIVE NOZZLE DESIGNS



(Single) #72557
(Set of 8) #72567

M3 DUAL-STAGE

Designed and developed in conjunction with 8 time Pro Street World Champion Pat Musi. The M3 Dual-Stage Dry Nitrous Nozzle is the latest in direct port nitrous technology for use in 1,000+ horsepower multi-stage nitrous drag racing applications. Titanium construction makes this the strongest and simply best nozzle available for this application. 1/16" NPT threads make this an easy upgrade for existing nitrous systems.



(Single) #72550
(Set of 8) #72560

E1 SERIES:

Constructed from lightweight aluminum and black anodized. Features a unique fuel passage design for extremely high atomization, Direct bolt-on upgrade for other brands that use a 90° 1/8" NPT design.



(Single) #72552
(Set of 8) #72562

E2 SERIES:

Designed with noted drag racer Billy Glidden and features a durable stainless steel construction. Direct bolt-on upgrade for other brands that use a 90° 1/16" NPT design.



(Single) #72553
(Set of 8) #72563

E3 SERIES:

Features an exclusive titanium construction. The "Straight-Shot" configuration produces excellent fuel atomization. Direct upgrade for other brands that use a 1/16" NPT "annular discharge" design.



(Single) #72556

SS DRY SERIES:

Constructed from durable stainless steel. Nitrous only nozzle for use with Electronic Fuel Injection. Direct upgrade for other brands that use a 90° 1/16" NPT "dry" design.



Super Victor 8-Cyl Direct Port E3 Nozzle #71852

SUPER VICTOR DIRECT PORT NITROUS SYSTEMS

UNIVERSAL (200-500+ HP)

Our most sophisticated nitrous system allows you to tune each individual cylinder for superior performance! Utilizing your choice of either Edelbrock E1, Edelbrock/Glidden E2 stainless steel, or E3 "Straight-Shot" titanium nitrous nozzles, this is a direct port kit designed for serious competition with power increases of 200-500+ hp. They include Victor Pro Bottom Exit nitrous solenoids and Victor Pro fuel solenoids for improved flow characteristics. Match with an Edelbrock Bottle Kit for maximum race-level performance with the bottle/bracket combination you want. Kits include 56 stainless steel jets, 8 each of 7 sizes.

	E1 Nozzle	E2 Nozzle	E3 Nozzle
Super Victor 8-cyl. Direct Port (200-300-400-500+ HP) ●	#71831	#71850	#71852

FOR CUSTOM APPLICATIONS (100-500+ HP)

This kit includes E3 Nozzles, (2) Victor Pro N20 solenoids, (2) Performer fuel solenoids, billet distribution blocks, hard line and hardware. For custom fabrication; consult your nitrous plumbing expert.

	E3 Nozzle
Super Victor V8 Direct Port ●	#71848



Super Victor V8 Direct Port #71848

CUSTOM PLUMBING KITS (200-500+ HP)

Developed with racers in mind, this kit contains the very basics for a direct port nitrous system installation on an existing manifold. This kit is for racers who already have their wiring done, or who want to configure their wiring to custom specifications. This helps keep the cost down while still giving you all of the outstanding features of an Edelbrock Direct Port Nitrous Kit with either our stainless steel E2 nozzles or our unique E3 titanium "Straight-Shot" nozzles. Supplied with 300 horsepower jetting.

- ***Victor Pro bottom exit nitrous solenoids for improved flow characteristics***
- ***1/16" NPT nozzle size for a compact installation***
- ***Choice of E2 stainless steel or unique E3 titanium "Straight-Shot" nozzles for better nitrous and fuel delivery***
- ***Billet distribution blocks with hard lines for many different tight fit options***
- ***16 stainless steel jets for longevity and tighter tolerances (8 each of 2 sizes)***

	E2 Nozzle	E3 Nozzle
Custom Manifold V8 Plumb Kit (200-500+ HP) ●	#71851	#71853

DIRECT PORT V8 RE-PLUMB KIT

This kit is intended for racers who have a Victor Direct Port Kit, and want to transfer it to a different intake manifold. This kit provides everything needed without the hassle of having to buy each component individually.

Direct Port Re-Plumb Kit ● ..... #71880

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

NITROUS



Progressive Nitrous Controller #71900

PROGRESSIVE NITROUS CONTROLLER

The Edelbrock Progressive Nitrous Controller offers complete control over your nitrous system in a powerful and compact package. Pulse width modulation regulates the amount of Nitrous being delivered over a specified period of time by the nitrous and fuel solenoids. The digital display is easy to read and very simple to program, thanks to touch switch programming. You have the ability to select and individually program the nitrous parameters that you need in order to optimize traction, control your chassis and ramp up your nitrous system safely. The end result leads to quicker ET's and lessens the risk of engine and chassis abuse. The compact controller is also great for automotive and motorcycle applications.

- ***Quicker ET's and less risk of engine and chassis abuse***
- ***Utilizes pulse width modulation to regulate the amount of nitrous being delivered over specified time***
- ***Select and individually program nitrous parameters to optimize traction and chassis control***
- ***Integrated battery voltage monitor***
- ***Non-volatile data memory retains your settings***
- ***+12-volt timer output for auxiliary output***
- ***Complete with wiring harness and manual***
- ***Single or dual ramp adjustable from 0 to 9.999 seconds***
- ***Full digital circuitry with easy to read LCD display***
- ***Epoxy potted for durability***

NITROUS MADE BETTER

Progressive Nitrous Controller ● .....**#71900**



10-lb. Polished #72400

Brackets #72600 for 10- and 15-lb bottles



ALUMINUM NITROUS BOTTLES

Edelbrock nitrous bottles are made of aluminum alloy, are D.O.T. approved and include an Edelbrock high-flow CGA approved valve with a built-in siphon tube (unless noted otherwise) for consistent performance. Edelbrock bottles are available polished to a high luster. They include a pressure venting system to prevent pressure increases beyond the safety level. **Note: All bottles are shipped empty.**

Capacity	*Gauge Included*	*Dimensions (len. x dia.)*	*Silver Bottle*	*Polished Bottle*
10-lb. ●	**No**	**20" x 6-7/8"**	**#72300**	**#72400**



Brackets #76204 for 10- and 15-lb bottles

BOTTLES WITH RACER SAFETY ADAPTER AND GAUGE

These nitrous bottles come with the Racer Safety Blow-Off Adapter and a liquid-filled nitrous pressure gauge pre-installed. This is a popular item for the racing community since many associations require the use of a Racer Safety Adapter if the bottle is installed in the passenger compartment.

10-lb. Silver Powder Coated Bottle (with Racer Safety Adapter & Liquid-filled Gauge) ● .....**#72311**
15-lb. Silver Powder Coated Bottle (with Racer Safety Adapter & Liquid-filled Gauge) ● .....**#72315**
Replacement Pressure Relief Disks (10, 12.5, 15 & 20 lb. bottles) (qty. 2) ● .....**#72900**

HINGED STEEL BRACKETS

Powder coated and made of steel, these hinged brackets are designed for use with Edelbrock or other brands of 10- and 15-lb., 7" diameter aluminum bottles. Includes rubber isolators to protect the finish.

Red Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles).....**#72600**
Grey Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles) .....**#76204**

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



Nitrous Blow-Down Tube #72960

NITROUS BLOW-DOWN TUBE, RACER SAFETY BLOW-OFF ADAPTER & SAFETY VALVE

CNC-machined Racer Safety Blow-Off Adapter replaces the standard safety valve to allow the use of a hard line blow-down tube. A blow-down tube safely vents nitrous outside the car should the safety blow. This is an essential safety feature for hatchbacks or cars with the bottle mounted in the passenger compartment.

Nitrous Blow-Down Tube (22" long) ● .....**#72960**
Racer Safety Blow-Off Adapter (for use with Blow-Down Tube) ● .....**#72961**



Nitrous Power Panel for 1987-97 Mustangs #72283

NITROUS POWER PANEL FOR 1987-97 MUSTANGS

Perfect for street or strip, this brushed aluminum power panel hides in the ashtray of your Mustang. It contains the highest quality switches available, plus high-temp TXL wire for maximum durability and performance. Fully fused and insulated.

Nitrous Power Panel (for 1987-97 Mustangs) ● .....**#72283**

PART NUMBERS IN RED ARE... NEW



6AN Purge Valve Kit #72178

PURGE VALVE KITS

Keeps the supply of fresh liquid nitrous at the solenoid(s) for instant and repeatable nitrous injection. This purge kit bleeds accumulated nitrous vapor from the supply lines. Includes solenoid, activation switch, filter, aircraft-quality fittings and wiring.

-4AN Purge Valve Kit ● ..... **#72176**
-6AN Purge Valve Kit ● ..... **#72178**

EDELBROCK SOLENOIDS

Designed for Edelbrock nitrous systems, these stainless steel solenoids have a very low amp draw. They feature a stainless steel base for corrosion resistance and tighter tolerances, a low current-consumption coil, a Teflon® plunger for reliability and longevity, and a powder coated coil cover for durability and appearance. The **Victor Pro nitrous solenoid** features a bottom outlet design that restricts flow much less then standard designs. A .115" internal metering orifice makes this our **highest flowing nitrous solenoid**. The Victor Pro fuel solenoid features a shorter body with a smaller diameter stainless steel base for use where space is limited.

Nitrous Solenoids - Amp Draw: 9.2 amps @ 12.6 volts and 11 amps @ 13.8 volts

Performer Nitrous Solenoid (up to 150 HP with 1/8" NPT inlet & outlet) ● ..... **#72000**
Performer RPM Nitrous Solenoid (400+ HP with 1/4" NPT inlet & 1/8" NPT outlet) ● ..... **#72001**
Victor Pro "Bottom Exit" Fuel Solenoid (500+ HP with 1/4" NPT inlet & 1/8" NPT outlet) ● ..... **#72002**

Fuel Solenoids - Amp Draw: 1.29 amps @ 12.6 volts and 1.5 amps @ 13.8 volts

Performer Fuel Solenoid (up to 175 HP at 6 PSI with 1/8" NPT inlet & outlet) ● ..... **#72050**
Performer RPM Fuel Solenoid (400+ HP at 6 PSI with 1/4" NPT inlet & 1/8" NPT outlet) ● ..... **#72051**
Victor Pro "Small Base" Fuel Solenoid (500+ HP at 6 PSI with 1/8" NPT inlet & outlet) ● ..... **#72052**



#72001 #72052 #72000

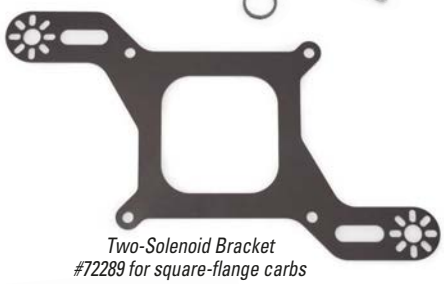


Solenoid Rebuild Kit #72200

SOLENOID REBUILD KITS

Edelbrock nitrous and fuel solenoid rebuild kits contain everything needed to rebuild the internal components including a specialty wrench.

Performer Nitrous Solenoid Repair Kit ● ..... **#72200**
Performer RPM Fuel Solenoid Repair Kit ● ..... **#72203**
Victor Pro & Performer RPM Nitrous Solenoid Repair Kit ● ..... **#72219**



Two-Solenoid Bracket #72289 for square-flange carbs

BOLT-ON SOLENOID BRACKETS

Billet aluminum, CNC-machined plate for two- or four-solenoid applications. Two-Solenoid brackets can be used with Performer and Performer RPM systems for a professional-looking installation. Match the four-solenoid bracket with our Performer RPM Dual-Stage, or Victor Jr. Plate System.

	2-Solenoid Bracket	*4-Solenoid Bracket*
4500 Series Carbs ●	**#72288**	**#72286**
Square-flange (4150) Carbs ●	**#72289**	**#72287**

Solenoid Adapter
(Required for Performer Solenoids when used with the above brackets) ● ..... **#72294** ..... **#72294**



#72279 #72280

SWITCHES AND BRACKETS

Designed especially for Edelbrock, Barry Grant and Holley carburetors, these kits include a snap-action microswitch, mounting hardware and a CNC-machined, red anodized billet aluminum bracket. #72279 comes with a bendable universal bracket for easy installation.

Microswitch with Universal Bracket ● ..... **#72279**
For Edelbrock Performer and Thunder Series AVS Carburetors ● ..... **#72280**
For Holley 4500 Series Carburetors ● ..... **#72281**
For Holley Standard-flange Carburetors without Choke (will not fit H.P. series) ● ..... **#72282**
Holley HP Series Bracket Kit ● ..... **#72277**
For Barry Grant Race Demon Carburetors ● ..... **#72284**
For Barry Grant King Demon Carburetors ● ..... **#72285**
Lighted Toggle Switch ● ..... **#72271**
Covered Toggle Switch ● ..... **#72272**
Miniature Lighted Rocker Switch ● ..... **#72273**
Push Button Switch ● ..... **#72274**



#72281 #72282 #72284 #72285

REPLACEMENT JETS

Jets are available individually or in packs of 8. To order individually packed jets, add the jet size desired to #73 (#73014 is a .014" jet).

Individual Taper Face Jets (Last 3 digits indicate size, .014" thru .120") ● ..... **#73014 thru #73120**
Packs of 8 Taper Face Jets (Last 2 digits indicate size, .018" thru .048") ● ..... **#73218 thru #73248**
Individual Taper Face Jets (Undrilled blank) ● ..... **#73013**



Precision CNC-machined stainless steel jets won't erode like brass jets

EMISSIONS GUIDE

● **50-STATE LEGAL** ● **RACING ONLY** ● **PRE-POLLUTION CONTROLLED VEHICLES** ● **STOCK REPLACEMENT** ● **ENGINE SWAP**
PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

NITROUS



Replacement Jet Kit #73001

REPLACEMENT JET KITS

Replacement Jet Kits contain all of the jet originally supplies with Edelbrock Plate Nitrous Kits.

For Performer Square-bore (3 steps - .038, .046, .053, .057, .065) ● .....**#73001**
For Performer RPM Square-bore (5 steps - .055, .061, .071, .075, .078, .082, .085, .089, .099, .102) ● .....**#73002**
For Performer RPM Spread-bore (3 steps - .059, .062, .071, .075, .081, .086) ● .....**#73010**
For Performer RPM 4500 Series Square-bore (4 steps - .057, .063, .071, .075, .085, .089, .104, .108) ● ..**#73011**



Tuner Kit #73005

TUNER JET KITS

Edelbrock CNC-machined stainless steel jets are available in Tuner Kits packaged in indexed, heavy-duty plastic cases. They include a variety of Edelbrock jets to fine tune your nitrous system for maximum performance.

Street Kit - 80 jets, 4 each of 20 sizes ●..... **#73005**



SUPER VICTOR DIRECT PORT JET PACK

This kit was developed for the Super Victor Direct Port Nitrous System and includes 56 jets, 8 each of .020", .024", .028", .032", .036", .040", and .044". Edelbrock CNC-machined stainless steel jets won't erode like brass jets and maintain precise dimensions for accurate and safe hp gains. Use this kit to fine tune your nitrous system for maximum performance. Will also work with most other brands of nitrous systems (except NX).

Super Victor Direct Port Jet Pack ● .....**#73012**





Super Victor Jet Pack #73012

REPLACEMENT SOLENOID BRACKETS

For Performer RPM Nitrous/Fuel/Alcohol and Victor Pro Nitrous Solenoids ● .....**#72275**
For Performer Fuel and Nitrous Solenoids ●.....**#72276**
For Victor Pro Fuel Solenoids ● .....**#72278**



Dry Nitrous Nozzle #72551

Nitrous exits here

DRY EFI NOZZLES

Used in all Performer EFI "dry" nitrous systems, the Edelbrock dry nitrous nozzle is one of the most advanced in the industry. The unique nitrous passage design gives extremely high atomization and is the key to the outstanding performance. Specially designed nitrous outlet enhances atomization.

Aluminum EFI 90° Nozzle (1/16" NPT) ● .....**#72551**
Stainless Steel EFI 90° Nozzle (1/16" NPT) ● .....**#72556**

NOZZLE INSTALLATION BUNGS

These aluminum bungs allow installation of Edelbrock nozzles in the intake tract of thin walled sheet metal manifolds. Requires welding, drilling and tapping for installation.

Nozzle Installation Bungs (4 per package) ● .....**#72555**



Nozzle Pipe Taps

NITROUS NOZZLE PIPE TAPS

Use these NPT taps to cut threads for custom installation of Edelbrock nitrous nozzles.
Use Pipe Tap #76549 for Edelbrock E2, E3, M3 and dry nozzles, #76559 is designed for E1 nozzles.

1/16" NPT Pipe Tap (for E2, E3, M3 and dry nozzles) ● .....**#76549**
1/8" NPT Pipe Tap (for E1 nozzles) ● .....**#76559**



Distribution Block #76574

BILLET DISTRIBUTION BLOCKS

Use these high-quality distribution blocks to build a custom nitrous system. Machined from billet aluminum and anodized, they deliver even distribution and optimum flow. Inlets/outlets are 1/8" NPT.

One-in, Four-out Distribution Block (black) ● .....**#76574**
One-in, Four-out Distribution Block (blue, -6 for nitrous or fuel lines) ● .....**#76538**
One-in, Eight-out Distribution Block (black) ● .....**#76578**
One-in, Six-out Distribution Block (black) ● .....**#76576**



Billet Distribution Fitting #76535

BILLET DISTRIBUTION FITTINGS

Fittings provide a clean compact plumbing assembly when positioned in the intake manifold valley.

One-In, Four-Out Pro Flo Distribution Fitting, 3/8" NPT to 1/8" NPT, Nitrous ●.....**#76535**

PART NUMBERS IN RED ARE... NEW

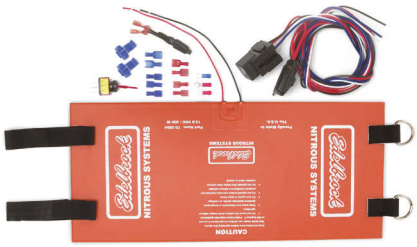


Edelbrock Flow Test Tool #76506 includes an assortment of easy-to-change calibration jets

EDELBROCK FLOW TEST TOOL

The only way to ensure that you have adequate fuel pressure for your nitrous system is to measure the "flowing pressure" using a flow test tool like our #76506. This tool features an easy-to-read fuel pressure gauge, a variety of jets to set the correct flow restriction, and easy attachment to your existing fuel line.

Edelbrock Flow Test Tool ..... **#76506**



Nitrous Bottle Heater #72700

NITROUS BOTTLE HEATER

Consistent bottle pressure (900-950 psi) is an important element for proper operation of your nitrous system. The Edelbrock Nitrous Bottle Heater thermostatically raises the pressure when necessary by applying heat to the bottle. Comes with all necessary hardware and includes velcro straps for quick and easy bottle removal. **Note: Not for use on carbon fiber bottles.**

Bottle Heater - 12 volt (for 10-lb. and 15-lb. bottles) ..... **#72700**
Bottle Heater Thermostat - 12 volt (for 10-lb. and 15-lb. bottles) ..... **#72702**

NITROUS BOTTLE BLANKET

This blanket helps to maintain consistent bottle pressure by keeping heat in the bottle when it's cold, and by protecting the bottle from direct sunlight and the possibility of over-pressurization.

Bottle Blanket (for 10-lb. bottles) ..... **#72705**



Bottle Blanket #72705

1/4-TURN BALL VALVE KIT

Our 1/4-Turn Ball Valve Kit is designed as an emergency shut off to isolate the nitrous in the bottle from the engine compartment in case of an emergency. The valve is typically installed in the driver's compartment within reach of the driver. If an accident or fire occurs, the driver or emergency personnel need only turn the handle a 1/4 of a turn to shut off nitrous flow to the solenoids.

1/4-Turn Ball Valve Kit (.375 orifice, rated to 2,000 psi) ● ..... **#72952**

1/4-Turn Ball Valve Kit #72952



BOTTLE NUT COMBO WRENCH

This is one handy item to keep with your bottle. Compatible with all nitrous brands, fits in your glove box, under your seat, or even in your pocket. This wrench features -3AN, -4AN, -6AN, and 1-1/4" bottle nut wrenches all in one package. Black anodized aluminum and laser etched for a sharp, clean look!

Bottle Nut Combo Wrench ..... **#76504**



Bottle Nut Combo Wrench #76504

BOTTLE NUT AND WASHER



These kits contain a replacement -6AN or -4AN bottle nut and Teflon® washer to seal the bottle nut to the bottle valve.

-4AN Bottle Nut and Teflon Washer ● ..... **#76507**
-6AN Bottle Nut and Teflon Washer ● ..... **#76505**
Teflon Washer for -6AN and -4AN Bottle Nuts (qty. 1) ● ..... **#77580**



1-1/2" Fuel Pressure Gauge #73825



1-1/2" Nitrous Pressure Gauge #73800



1-1/2" Fuel Pressure Gauge #73831



2-5/8" Liquid-Filled Fuel Pressure Gauge #73828

NITROUS AND FUEL PRESSURE GAUGES

Pressure gauges are an important element in getting maximum performance and consistency from your nitrous system. The 1-1/2" nitrous gauges may be fitted onto a nitrous bottle or just in front of the nitrous solenoid. Braided stainless steel lines are required for all remote mounted nitrous gauges. 2-5/8" gauges are illuminated and come with adapter fittings. **Liquid-filled gauges offer additional vibration dampening for durability and long-term accuracy. They are the best choice for competition or severe duty applications.**

Nitrous Pressure Gauges, 0-1400 psi

1-1/2" Standard Gauge ..... **#73800**
1-1/2" Liquid-Filled Gauge ..... **#73801**
2-5/8" Standard Gauge ..... **#73802**

Fuel Pressure Gauges, 0-100 psi

1-1/2" Standard Gauge ..... **#73825**
1-1/2" Liquid-Filled Gauge ..... **#73826**
2-5/8" Standard Gauge ..... **#73829**
2-5/8" Liquid-Filled Gauge ..... **#73830**

Fuel Pressure Gauges, 0-15 psi

1-1/2" Standard Gauge ..... **#73831**
1-1/2" Liquid-Filled Gauge ..... **#73832**
2-5/8" Standard Gauge ..... **#73827**
2-5/8" Liquid-Filled Gauge ..... **#73828**

NITROUS


Tube Bender #76503

TUBE BENDER

Makes installation of those tough-to-bend direct port nitrous lines a breeze. Get a professional looking installation every time. Can also be used on other 3/16" hard lines.

3/16" Tube Bending Tool ..... **#76503**



Time Delay Relay #71907

DIGITAL DELAY TIMER

The Digital Delay Timer is used to activate a second or third stage of nitrous at adjustable pre-set intervals. Timer activation begins when the unit receives a 12V trigger signal, such as transbrake release, and is adjustable in increments of 1/10th of a second or less.

Digital Delay Timer ● ..... **#71907**


30 Amp Relay Assembly #72270

RELAY ASSEMBLY

Use the Edelbrock Relay Assembly as a replacement harness if you are transferring a nitrous system into a different vehicle or with many other devices which require a wide open throttle activation.

30 Amp Relay Assembly (includes switches, relay, wiring and connectors) ● ..... **#72270**

PRESSURE DEACTIVATION SWITCH

This Pressure Deactivation Switch is adjustable from 3 to 25 psi to disengage the nitrous system once the turbo has achieved the set boost pressure level. Factory pre-set at 7 psi, this switch is ideal for hard-core racing applications to prevent wheel spin and over-boost.

Pressure Deactivation Switch (adjustable from 3-25 psi) ● ..... **#72209**


Pressure Switch #72209


Safety Switch #72210

FUEL PRESSURE SAFETY SWITCHES

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

Fuel Pressure Switch 5 psi ● ..... **#72210**
Fuel Pressure Switch 30 psi ● ..... **#72213**
Fuel Pressure Switch 50 psi ● ..... **#72214**


#76544


#76514


#76512


#76524


#76531


#76568


#76519

NITROUS AND FUEL ADAPTER FITTINGS

Manufactured by Russell, our wide variety of lightweight aluminum, stainless and brass adapter fittings allow for the connection of Russell nitrous hose ends to almost any component. Use the AN size that matches your hose and NPT (National Pipe Thread) size that matches the component you are plumbing.

HIGH PRESSURE NITROUS AND FUEL FILTER FITTINGS: STRAIGHT

Filters are a key element to prevent debris from clogging nitrous or fuel jets and causing solenoids to leak. These filter fittings are designed to be used in-line with your nitrous system in place of standard fittings to help filter your nitrous and fuel.

4AN to 1/8" NPT nitrous (blue) ..... **#76514**
6AN to 1/4" NPT nitrous (blue) ..... **#76515**
6AN to 1/4" NPT fuel (red) ..... **#76544**

PURGE KIT/NITROUS GAUGE ADAPTER

4AN Purge/nitrous gauge adapter (brass) ..... **#76512**

FLARE TO PIPE FITTING: 90°

3AN x1/8" NPT 90° (blue) ..... **#76524**

FLARE TO PIPE FITTINGS: STRAIGHT

3AN - 5/16"-24 (stainless) ..... **#76525**
3AN - 1/8" NPT (red) ..... **#76531**

PIPE REDUCER BUSHING

1/4" NPT female -1/8" NPT male (red) ..... **#76568**

FLARE TO FLARE "Y" FITTINGS

3AN - 3AN - 3AN (red) ..... **#76519**
4AN - 4AN - 4AN (red) ..... **#76537**
6AN - 6AN - 6AN (blue) ..... **#76546**

GO TO OUR WEBSITE FOR COMPLETE ADAPTER LISTINGS!

PART NUMBERS IN RED ARE... NEW



Performer RPM 110 GPH Fuel Pump #1721 for S/B Chevy

PERFORMER RPM SERIES 110 GPH FUEL PUMPS

Designed for use with all Edelbrock carburetors used in Performer or Performer RPM applications. These high-performance Street Fuel Pumps feature a high quality three stage polished finish. The unique valve design improves flow quantity and quality, and will support engines up to 600 hp. High-volume, 3/8" NPT inlet and outlet surpasses the capacity of conventional models. Produces 6 psi and does not require a regulator. **Use with gasoline only. Clockable lower housing can be rotated in 60° Increments for best inlet/outlet alignment.**

For Small-Block and "W Series" Chevrolet ..... **#1721**
For Big-Block Chevrolet ..... **#1722**
For Small-Block Chrysler ..... **#1720**
For Big-Block Chrysler ..... **#1723**
For 289-351W Ford ..... **#1725**
For 352-428 FE Ford ..... **#1724**
For 429/460 Ford ..... **#1726**
For Pontiac V8 ..... **#1713**



Performer RPM 110 GPH Fuel Pump #1722 for B/B Chevy



Performer RPM 110 GPH Fuel Pump #1713 for Pontiac V8

VICTOR SERIES 130 GPH FUEL PUMPS

A must for drag racing, circle track racing, street machines or any application that demands a high-volume fuel delivery, these fuel pumps feature a high quality three stage polished finish. High-volume 3/8" NPT inlet and outlet orifices surpass the capacity of conventional models. Produces 10 psi and must be used with an external fuel pressure regulator such as our Fuel Pressure Regulator #8190 or #1727. **For gasoline only. Clockable lower housing can be rotated in 60° Increments for best inlet/outlet alignment.**

For Small-Block and "W" Series Chevrolet ..... **#1711**
For Big-Block Chevrolet ..... **#1712**
For 289-351W Ford ..... **#1715**
For 429/460 Ford ..... **#1718**



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



Victor Series 130 GPH Fuel Pump #1718 429/460 Ford



Victor Series 130 GPH Fuel Pump #1711 for W-Series Chevy

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

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

Single Regulator, Dual Outlet, Standard-Flange ..... **#8192**
Single Regulator, Dual Outlet, 4500 Flange ..... **#8193**
Single Regulator Plate Only, Standard-Flange ..... **#8189**



Regulator Kit #8192



Regulator Kit #8193



Single Regulator Plate #8189

#8122



#8127



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**

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

FUEL PUMPS



Return-Style Fuel Kit #17303



Return-Style Fuel Kit #17302

UNIVERSAL MICRO ELECTRIC FUEL PUMPS
FOR CARBURETED & DIESEL APPLICATIONS

Edelbrock Universal Micro Electronic Fuel Pumps deliver maximum performance in a compact package. They feature a durable simple design that reduces the chance of vapor lock and flooding. Edelbrock Universal Micro Electronic Fuel Pumps are easy to install and operate quietly so you won't know its there! Includes fuel pump, filter, mounting hardware and instructions for a hassle free installation. Available for gasoline and diesel applications.

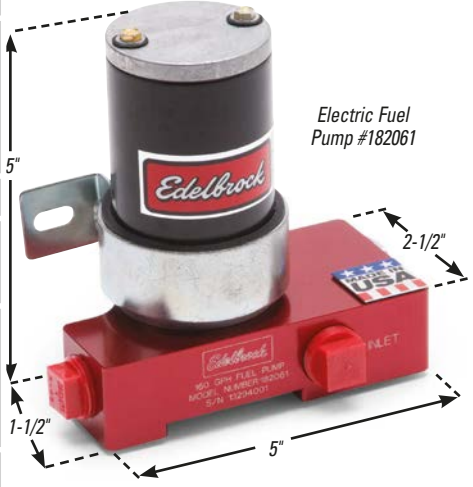
- ***For use with standard 12-volt negative ground systems with 1 amp draw at maximum delivery***
- ***Features an easy to setup 2-wire design***
- ***Features a gravity fed in-line, self-priming and regulating design***
- ***Can also be used as a lift or transfer pump***
- ***Designed for use with automotive and industrial applications***
- ***Includes filter and all of the necessary hardware for installation***

Max Flow Rate	Fuel Type	PSI Range	Supported HP	Inlet Port	Outlet Port	Part No.
30 GPH / 114 LPH	Gasoline & E85	2-3.5	325	5/16" NPT	5/16" Barb	#17303
38 GPH / 144 LPH	Gasoline & E85	4-7	410	5/16" NPT	5/16" Barb	#17301
38 GPH / 144 LPH	Diesel	4-7	410	5/16" NPT	5/16" Barb	#17302
Replacement Filter Element for #17301 and #17303 (40 micron)						#17311
Replacement Filter Element for #17302 (100 micron)						#17312

ELECTRIC FUEL PUMPS

These state-of-the-art Electric Fuel Pumps offer maximum performance in a compact package. With anodized aluminum housings and high-quality internals, they are both strong and durable. The carbon vanes and composite rotor give these pumps the added boost for maximum performance. The high quality construction results in a pump that is **4 to 14 dB quieter than competitors' pumps at the same pressure. #1791 is factory preset to 6.5 psi and no regulator is required.** With a replaceable screen type inlet filter and the free flow rate of 120 GPH it is sufficient to supply 480 hp. **#1792 has a free flow rate of 160 GPH, enough to feed a 1,000 hp engine.** This pump is factory preset to 12 psi and requires an external regulator such as the Edelbrock regulator #1727.

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



Electric Fuel Pump #182061

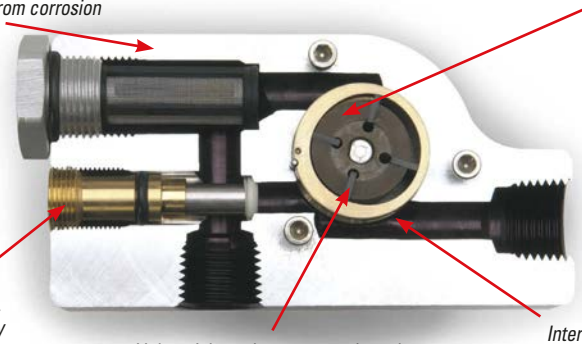
GPH	Factory Pressure Setting (PSI)	Inlet Port (NPT)	Outlet Port (NPT)	External Regulator Required	Supported HP	Red	Blue	Black
120	6.5	3/8"	3/8"	No	480+	#182051	#182052	#1791
160	12	1/2"	1/2"	Yes	1,000+	#182061	#182062	#1792



Electric Fuel Pump #1792

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

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



Cutaway of Pump #1791

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

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

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

Part No.	HP Rating	Current Draw
#1791, #182051, #182052	384 hp @ 12.0 VDC 480 hp @ 14.0 VDC @ 6.5 psi	3.2 amps @ 12.0 VDC 3.6 amps @ 14.0 VDC @ 6.5 psi
#1792, #182061, #182062	864 hp @ 12.0 VDC 1,008 hp @ 14.0 VDC @ 7.5 psi	3.8 amps @ 12.0 VDC 4.3 amps @ 14.0 VDC @ 7.5 psi

PART NUMBERS IN RED ARE... NEW



Regulator #8190



Regulator #1789

FUEL PRESSURE REGULATORS
FOR CARBURETED APPLICATIONS

Fuel Pressure Regulator #8190 is for carburetor applications that require consistent pressure from 4-1/2 to 9 psi. It features two 3/8" NPT outlets, one 3/8" NPT inlet, 1/8" NPT gauge port and is adjustable from 5 to 12 psi. This regulator is manufactured from billet aluminum and features a Nylon-reinforced nitrile diaphragm for excellent heat and leak resistance. Fuel Pressure Regulator #1789 is ideal for providing consistent pressure in Edelbrock 94 or other low pressure carburetor applications. It features two 3/8" NPT outlets, one 3/8" NPT inlet and is adjustable from 1 to 4 psi. Features a chrome finish for a great look when installed.

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



Fuel Pressure Regulator #1727



Fuel Pressure Regulator #174131

ADJUSTABLE FOR CARBURETED APPLICATIONS

These fuel pressure regulators are compatible with all grades of gasoline/methanol and machined from aircraft quality aluminum for those who demand the best. They have fluorosilicone diaphragm material for extended life and high temperature protection. Select regulators available with 1/8" NPT gauge port and a boost reference fitting for blow through or pressurized carb applications (even beyond 30 PSI of boost). Pressure regulation slope is 0.75 psi/gal of flow rate change. Will hold fuel system pressure for at least 20 minutes after pump shutdown. Developed for optimum compatibility with Edelbrock electric fuel pumps.

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Red	Blue	Black	Satin & Black
Non-Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	No	No	Yes	**#174121**	**#174122**	**#174123**	**#1727**
Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	3/8" NPT	No	Yes	**#174131**	**#174132**	**#174133**	**#1778**
180	5-10	-10	-10	-6	Yes	Yes	**#174051**	**#174052**	**#174053**	–
180	5-10	-10	-6 (x2)	-8	Yes	Yes	–	–	**#174103***	–



Fuel Pressure Regulator #174052

HIGH-FLOW ADJUSTABLE FOR CARBURETED APPLICATIONS

- ***Features six -6 AN inlet/outlet ports and one -6 AN return port***
- ***Pressure regulation slope is .75 psi/gal of flow rate change***
- ***Boost reference fitting for "blow through" or pressurized carb applications (even beyond 30 PSI of boost)***
- ***Supports up to 1,300 hp using gasoline or up to 650 hp using methanol***
- ***Can be used with low pressure nitrous oxide systems***

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Red	Blue	Black	Satin & Black
180	5-10	-6	-6	-6	Yes	Yes	**#174081***	–	–	–



Fuel Pressure Regulator #174103



Fuel Pressure Regulator #174081



Regulator Rebuild Kit #178040

CARBURETED REGULATOR SERVICE PARTS

Carbureted Diaphragm & Hardware Rebuild Kit
(for use with #174051, #174052, #174053, #174081 & #174103).....**#178040**

**Available while supplies last*

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 232** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

FUEL PUMPS



Electric Pump and Regulator Combo Kit #17923

FUEL PUMP & REGULATOR KITS
FOR CARBURETED & EFI APPLICATIONS

Edelbrock Fuel Pump and Regulator kits take the guesswork out of selecting the right fuel pump and regulator combination for your application. These kits are made up of our top selling combinations for both carbureted and EFI applications. **Fuel Pump and Regulator Kit #17923** includes a Electric fuel pump #1792 and regulator #1727. This combination flows up to 160 gph, allowing it to support up to 1,000 hp for carbureted applications. For EFI applications we have two options; **Fuel Pump and Regulator Kit #17943** which includes fuel pump #1794 and regulator #1729, as well as **Fuel Pump and Regulator Kit #35943** which includes our in-line street/strip fuel pump #3594 and regulator #1728, for a combination that flows 57 gph and can support up to 600 hp.

Fuel Pump & Regulator Kit (includes electric fuel pump #1792 & regulator #1727).....**#17923**
Fuel Pump & Regulator Kit (includes electric fuel pump #1794 & regulator #1729).....**#17943**
Fuel Pump & Regulator Kit (includes electric fuel pump #3594 & regulator #1728).....**#35943**



Universal Fuel Pump Relay Kit #1795

UNIVERSAL FUEL PUMP RELAY KIT

Designed specifically for proper fuel pump wiring, this 30-amp relay kit is strongly recommended when installing Edelbrock electric fuel pumps #1791 and #1792 but can also be used as a universal relay on competitors' pumps. Constructed of the highest quality wire and weather pack 30-amp relay, this industrial grade kit allows you to mount the relay in virtually any location. The relay assures proper voltage to the fuel pump at all times, for consistent and accurate fuel pressure. Each kit is complete with: 18' of 12-volt activation wire lead, 18' of 12-volt battery wire lead, 18' fuel pump 12-volt lead, 18' of ground wire lead, two red 12 ga. and one 18 ga. pink and black wire, 30-amp weather resistant relay and complete instructions.

Fuel Pump Relay Kit.....**#1795**



Fuel Pump Rebuild Kit #178050

FUEL PUMP SERVICE PARTS

Quiet-Flo Fuel Pump Rebuild Kit (for use with #1791, #182051, #182052).....**#178050**
Quiet-Flo Fuel Pump Rebuild Kit (for use with #1792, #182061, #182062).....**#178060**



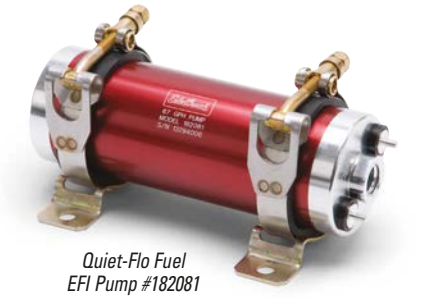
Quiet-Flo Fuel EFI Pump #182032

IN-LINE ELECTRIC FUEL PUMPS
EFI & CARB APPLICATIONS

These fuel pumps feature an anodized aluminum housing and high-quality internals, resulting in both a strong and durable design. The in-line design keeps the pump motor and components cool even under harsh conditions. Compatible with all grades of gasoline and methanol type fuels only. Each pump is factory-tested and includes mounting brackets.

Important Notes: *Edelbrock offers fuel pump rebuilding services – call for more information.*

GPH	Inlet Port	Outlet Port	Red	Blue	Black
80 @ 45 psi	-10 (SAE)	-10 (SAE)	#182031	#182032	#1790
120 @ 45 psi	-12 (SAE)	-12 (SAE)	#182071	#182072	#1794

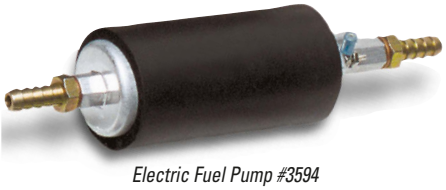


Quiet-Flo Fuel EFI Pump #182081

SLIM-LINE ELECTRIC FUEL PUMP
EFI & CARB APPLICATIONS

- ***Compact design for tight locations and can be mounted inside fuel cell or external***
- ***Flow-thru design keeps motor and pump components cool even under harsh conditions***
- ***Machined from aerospace quality components***
- ***Compatible with all 12-15 volt systems***
- ***Not for use with diesel fuel***

GPH	Inlet Port	Outlet Ports	Red	Blue	Black
67 @ 45 psi (12 volts)	-8	-6	#182081	#182082	#182083



Electric Fuel Pump #3594

IN-LINE STREET/STRIP ELECTRIC FUEL PUMP
FOR EFI APPLICATIONS

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

255 liter/hr. (67 gph @ 45 psi)**, 3/8" Hose Barb Fittings**.....**#3594**

Important Notes: *These pumps should be mounted as close to the fuel tank as possible, at or below the fuel level.*

PART NUMBERS IN RED ARE... NEW



In-Tank Fuel Pump #17935

HIGH PERFORMANCE IN-TANK FUEL PUMPS

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

FOR 1985-97 FORD MUSTANG (Except 1996-97 COBRA)

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

FOR 1985-92 FUEL-INJECTED GM VEHICLES, NON-TBI

255 liter/hr. (67 gph).....**#17933**

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

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



Fuel Pressure Regulator #17400

FUEL PRESSURE REGULATORS

RAIL MOUNTED FOR EFI APPLICATIONS

These fuel pressure regulators feature a unique design that allows it to be mounted directly to the fuel rail, taken out the hassle of trying to find a mounting place in the engine bay. It features a compact push-in style design with a swivel style mounting bracket, so that it can be clocked in various directions to fit your setup. They are used in Edelbrock Pro-Flo 3 EFI systems and can be used with any -6 AN fuel rail.

Max Flow Rate (GPH / LPH)	Factory Preset Pressure (PSI)	Inlet Port	Outlet Port	Part No.
67 / 255	43	-6	-6	#17400
67 / 255	58	-6	-6	#17401

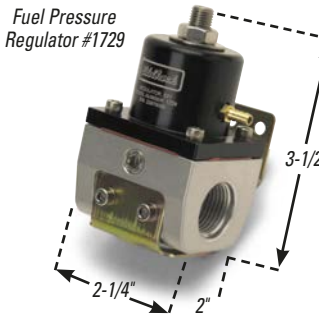


Fuel Pressure Regulator #1728

ADJUSTABLE FOR EFI APPLICATIONS

These Fuel Pressure Regulators are compatible with all grades of gasoline/methanol and machined from aircraft quality aluminum for those who demand the best. They have a diaphragm made of fluorosilicone for extended life and high temperature protection. These regulators will hold fuel system pressure for at least 20 minutes after pump shutdown. Mounting bracket and hardware are included. Each regulator features a vacuum/boost compensating port for a supercharger, turbo or intake manifold vacuum connection.

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Red	Blue	Black	Satin & Black
180	35-90	-6	-6	-6	Yes	No	#174041	#174042	#174043	#1728
180	35-90	-10	-10	-6	Yes	Yes	#174021	#174022	#174023	#1729
270	35-90	-10	-10	-8	Yes	Yes	–	–	#174113*	–



Fuel Pressure Regulator #1729



Fuel Pressure Regulator #174041



Fuel Pressure Regulator #174042



Fuel Pressure Regulator #174023



Fuel Pressure Regulator #174113



EFI Regulator Rebuild Kit #178010

EFI REGULATOR SERVICE PARTS

EFI Diaphragm & Hardware Rebuild Kit
(for use with #1728, #1729, #174021, #174022, #174023, #174041, #714042, #174043).....**#178010**

**While supplies last*

EMISSIONS GUIDE

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

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FUEL PUMPS

Russell Performance Products…
An Edelbrock Company



Aluminum Street Fuel Filters



Competition Fuel Filters







12" and 8-1/4" Fuel Filters



6" ProFilter #649250



ProFilter Clamp #649053

ALUMINUM STREET FUEL FILTERS

These aluminum street fuel filters feature a sintered-bronze 40 micron element that can be cleaned or replaced. **They are designed for carbureted engines making less than 300 hp** and can fit 5/16" or 3/8" fuel hoses.

Description	Inlet/Outlet Port	Blue	Red	Chrome	Black
1-1/8" diameter x 3" length	5/16"	#645080	#645070	#645060	#645090
1-1/8" diameter x 3" length	3/8"	#8156	#8139	#8136	#8157
Replacement element	–	#8158	#8158	#8158	#8158

COMPETITION FUEL FILTERS

These 1-1/4" Competition fuel filters are designed for high volume gas or alcohol fuel systems. They are manufactured from billet aluminum and available -6, -8 and 3/8" NPT male outlets. A 40 micron disc element keeps the fuel free of debris. The 3/8" NPT connects directly to fuel pump, Y-block or fuel regulator. Available in polished aluminum, red/blue or black anodized finish. **Designed for carbureted engines only.**

Description	Inlet/Outlet Port	Red/Blue	Polished Aluminum	Black
3" length	-6 male	#650130	#650140	#650133
3-1/4" length	-8 male	#650100	#650110	#650103
3" length	-6 x 3/8" male NPT	#650190	#650200	–
3-1/4" length	-6 x 3/8" male NPT	#650170	#650180	–
Replacement 40 micron element	–	#651670	#651670	#651670
Replacement seals for all competition filters	–	#650160	#650160	#650160

PROFILTERS

The Russell ProFilter is engineered to provide full flow filtration with a minimum amount of restriction. Precision machined from billet aluminum, the ProFilter end caps are removable for easy access to service the element. The replaceable element is secured with a positive O-ring seal, insuring the optimum in filtration.

- ***Designed for carbureted or fuel injected engines***
- ***Anodized in red/blue or black/silver***
- ***Offered in -6, -8, -10 and -12 male outlets standard or in multiple end configurations***
- ***Flows up to 140 gallons per hour at 7 psi***

Description	Element Material	Inlet/Outlet Port	Red/Blue	Satin & Black
12" ProFilter	Paper	-8 male	#649000	–
12" ProFilter	Paper	-12 male	#649110	–
12" ProFilter replacement 10 micron paper element	–	–	#649060	#649060
8-1/4" High Flow ProFilter	Nylon	-6 male	#649140	#649143
8-1/4" High Flow ProFilter	Nylon	-8 male	#649150	#649153
8-1/4" High Flow ProFilter	Nylon	-10 to -6 male	–	#649213
8-1/4" High Flow ProFilter	Nylon	-10 male	#649160	–
8-1/4" High Flow ProFilter	Nylon	-12 to -10 male	–	–
8-1/4" High Flow ProFilter	Nylon	-12 male	#649170	–
8-1/4" ProFilter replacement 60 micron nylon element	–	–	#649180	#649180
Replacement seals for all ProFilters	–	–	#648990	#648990

6" PROFILTER FOR EFI

Machined from 6061-T6, our ProFilter for EFI systems utilizes a 10 micron pleated paper element that insures maximum filtration while delivering large volumes of fuel. The -10 inlet and outlet ports incorporate O-ring boss seals for leak-free connections. Features a black anodized body with silver ends. Mounting clamp included.

6" ProFilter for EFI applications (-10 inlet/outlet) ..... **#649250**
Replacement Paper Element (10 micron) ..... **#649255**
Replacement Stainless Steel Element (60 micron) ..... **#649256**
Replacement O-rings (-10, qty. 2) ..... **#648980**

FUEL FILTER CLAMPS FOR RUSSELL PROFILTERS

Clear anodized billet aluminum for use with ProFilters.

2" ID for 8-1/4" & 12" ProFilters ..... **#649053**
2.2" ID for 6" ProFilters ..... **#649273**

PART NUMBERS IN RED ARE... NEW



Return-Style Fuel Kit #3604

RETURN-STYLE EFI FUEL KIT

These kits includes everything needed to upgrade a carbureted fuel system to a high pressure EFI system, excluding the fuel tank. These return-style kits will complete the fuel system loop by returning unused fuel to the tank. Each kit includes a high pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets and hardware. These kits are ideal for use with Edelbrock E-Street 2 and Pro-Flo 3 EFI systems, as well as many popular aftermarket EFI systems.

Kit #3604 features fuel regulator #1729 that is adjustable from 35-90 psi. Kits #3651/#3653 feature our new rail mounted fuel regulator preset to 48 or 58 psi. Our new fuel pressure regulator features a unique design that allows it to be mounted directly to the fuel rail, eliminating the hassle of trying to find a mounting place in the engine bay. It features a compact push-in design with a swivel style mounting bracket, so that it can be clocked in various directions to fit your setup. **A baffled fuel tank is recommend to prevent fuel starvation.**

Description	Pressure (PSI)	Max Flow Rate (GPH / LPH)	Supported HP	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	600	#3604
Preset EFI Return-Style Fuel Kit	48	67 / 255	600	#3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	600	#3653

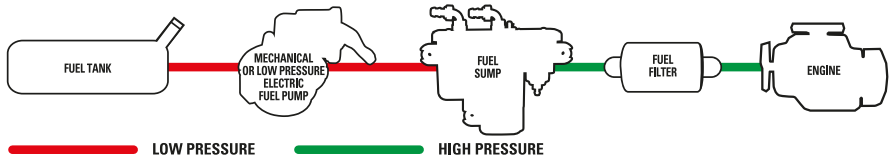


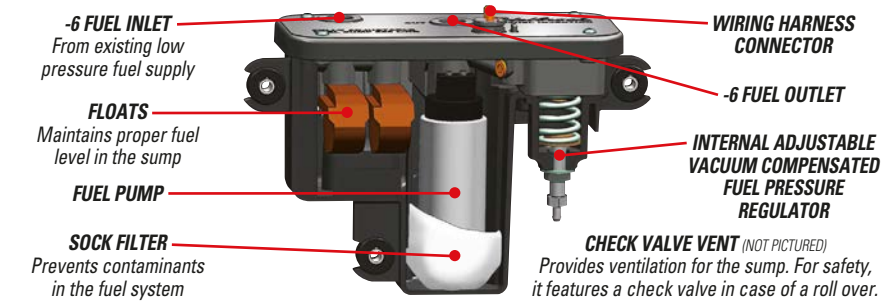
Universal EFI Sump Fuel Kit #36031

UNIVERSAL EFI SUMP FUEL KITS

These Universal Sump Fuel Kits are designed to provide the necessary high fuel pressure required for EFI applications in vehicles equipped with an existing low pressure carbureted fuel system. They are a complete self-contained system that can be easily installed under the hood. The unique design of these systems allow them to deliver a constant fuel pressure with no fuel return line, external fuel pressure regulator or fuel tank modifications. They are compatible with the existing factory fuel tank and pump. **They are ideal for use with various aftermarket EFI systems and with many popular engine swap applications that require constant 35-70 psi fuel pressure.**

HOW DOES IT WORK?







Universal EFI Sump Fuel Kit #3607

Kits #3605/#3607 are preset and rated for engines up to 600 HP. Adjustable Fuel Sump Kits #36031/#36033 feature a new compact design that is adjustable from 35 to 90 psi and includes a vacuum reference port. They are available in 67 and 105 gph flow rates and can support up to 750 HP. Both are great solutions when used with an E-Street, Pro-Flo 3 or other aftermarket EFI system.

Each complete kit includes a durable molded, lightweight plastic fuel sump tank with high pressure fuel pump installed, wiring harness, universal mounting brackets, hose, fittings and all of the necessary hardware for installation. **These kits are the most affordable way to make your fuel system EFI ready.**



Universal EFI Sump Fuel Kit #3605 Installed

Description	Pressure (PSI)	Max Flow Rate (GPH)	Size (H x W x D)	Part No.
Preset Universal EFI Sump Fuel Kit	58	67	13" x 7.75" x 5"	#3605
Preset Universal EFI Sump Fuel Kit	49	67	13" x 7.75" x 5"	#3607
Replacement Preset Universal EFI Sump Fuel Tank Only	58	67	13" x 7.75" x 5"	#36052
Adjustable Universal EFI Sump Fuel Kit	35-90	67	9" x 10" x 3.75"	#36031
Adjustable Universal EFI Sump Fuel Kit	35-90	105	9" x 10" x 3.75"	#36033
Replacement Adjustable Universal EFI Sump Fuel Tank Only	35-90	67	9" x 10" x 3.75"	#36032
Replacement Adjustable Universal EFI Sump Fuel Tank Only	35-90	105	9" x 10" x 3.75"	#36034

EMISSIONS GUIDE

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

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SPORTSWEAR MENS























MEN'S RACING TEE

Both sides features the Edelbrock Racing logo. Made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(A) Red Shirt	–	#2331	#2332	#2333	#2334	#2336
(B) White Shirt	–	#2366	#2367	#2368	#2369	#2370
(C) Black Shirt	#2310	#2311	#2312	#2313	#2314	#2315

MEN'S BLACK ON BLACK TEE

Features the black Edelbrock logo for a subtle look. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(D) Black on Black Shirt	#98102	#98103	#98104	#98105	#98100

MEN'S EDELBROCK SCRIPT TEE

Tan Shirt featuring the Edelbrock script logo on the front. Made of 52/48% cotton/Polyester.

Description	SM	MD	LG	XL	2X	3X	4X
(E) Edelbrock Script	#98220	#98221	#98222	#98223	#98224	#98225	#98226

MEN'S EDELBROCK EQUIPPED TEE

Features a small offset Edelbrock Equipped Logo on the front and a large Edelbrock Equipped logo with a '32 Ford on the back. Made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(F) Edelbrock Equipped	#98111	#98112	#98113	#98114	#98115	#98116

MEN'S RAM LOG TEE

Features the vintage Edelbrock "Ram Log Manifolds" logo screen printed on the back with a vintage Edelbrock script logo on the front. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(G) Ram Log Shirt	#98322	#98323	#98324	#98325	#98326

MEN'S VINTAGE ROADSTER TEE

Features a small offset Edelbrock Racing Logo on the front and a large Edelbrock Racing logo with a '32 Ford on the back. This tagless t-shirt is made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(H) Vintage Roadster	#98122	#98123	#98124	#98125	#98126	#98127

MEN'S E-FORCE SUPERCHARGER TEE

Features the Edelbrock E-Force logo on the front and the message, *"Because normal aspiration sucks"* on the back. Made with 100% durable, heavy weight cotton.

Description	SM	MD	LG	XL	2X	3X
(I) E-Force Supercharger	#98165	#98166	#98167	#98168	#98169	#98170

MEN'S PINSTRIPED LONG SLEEVE TEE

Features a cool pinstriped graphic with the Edelbrock cross logo on the front, back and right sleeve. Made with 100% high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(J) Pinstriped Long Sleeve	#98128	#98129	#98130	#98131	#98132	#98133

MEN'S EDELBROCK RACING TANK TOP

This black tank top has the Edelbrock Racing logo screen printed on the front and back. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(K) Racing Tank Top	#98117	#98118	#98119	#98120	#98121

PART NUMBERS IN RED ARE... NEW





MEN'S VINTAGE CIRCLE TEE

Features a large vintage Edelbrock script logo on the front with choice of grey or cream colored shirt. Made with 100% durable, high quality pre-shrunk cotton.

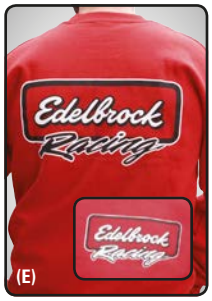
Description	SM	MD	LG	XL	2X	3X
(A) Cream Vintage Circle	#98144	#98145	#98146	#98147	#98148	#98149
(B) Grey Vintage Circle	#98193	#98194	#98195	#98197	#98198	#98199

MEN'S SIX-DEUCE TEE

Features a "6-Pack" manifold and carburetor assembly on the back and Edelbrock logo on the front. Made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X	4X
(C) Six-Deuce	#98026	#98027	#98028	#98029	#98030	#98031	#98022





MEN'S WRENCH PERFORMANCE TEE

Features a large Edelbrock Performance Equipment design on th front. Made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(D) Wrench Performance	#98275	#98276	#98277	#98278	#98279	#98280

RACING SWEATSHIRT

Features the classic Edelbrock Racing logo on the front. Made with 100% durable, heavy weight cotton.

Description	MD	LG	XL	2X	3X
(E) Racing Sweatshirt	#9856	#9857	#9858	#9859	#9860





EDELBROCK EQUIPPED HOODIE

This hoodie features an offset Edelbrock Equipped logo on the front and a large Edelbrock Equipped logo with a '32 Ford on the back. Made with 80% cotton 20% polyester blend.

Description	SM	MD	LG	XL	2X	3X
(F) Edelbrock Equipped Hoodie	#98006	#98007	#98008	#98009	#98010	#98011

EDELBROCK SCORPION ZIP-UP HOODIE

This hoodie features fleece lined hood, heavy gauge round draw cord with nickel eyelets, #5 kissing zipper, 1x1 ribbing at cuff.

Description	SM	MD	LG	XL	2X	3X
(G) Scorpion Hoodie	#98227	#98228	#98229	#98230	#98231	#98232





EDELBROCK USA ZIP-UP HOODIE

This charcoal hoodie features fleece lined hood, heavy gauge round draw cord with nickel eyelets, #5 kissing zipper, 1x1 ribbing at cuff and waistband.

Description	SM	MD	LG	XL	2X	3X
(H) Edelbrock USA hoodie	#98262	#98263	#98264	#98265	#98266	#98267

MEN'S ALL WEATHER RESISTANT JACKET

Features breathable 4-way stretch fabric, reversed coil zipper pockets, left bicep utility pocket, semi-elastic cuffs and open bottom hem. Made of 65% polyester and 4% elastane.

Description	SM	MD	LG	XL	2X	3X	4X
(I) All Weather jacket	#98250	#98251	#98252	#98253	#98254	#98255	#98256

MEN'S EDELBROCK LIGHT JACKET

This jacket has the Edelbrock Racing logo embroidered on the left front. Features two front zippered pockets and one inner right zippered chest pocket. Constructed with a windproof/water resistant Toughlan® nylon, double-stitched seams for added strength and lined with super soft lightweight fleece.

Description	SM	MD	LG	XL	2X	3X
(J) Edelbrock Light Jacket	#98032	#98036	#98037	#98038	#98039	#98040





MEN'S VINTAGE QUILTED JACKET

This diamond quilting jacket has the Edelbrock Performance Equipment logo embroidered on the back and Edelbrock logo on the left front. Constructed with 100% nylon exterior and a gray jersey knit lining made from 65% polyester and 35% cotton. It's also water resistant, making it ideal to stay warm in the winter!

Description	SM	MD	LG	XL	2X
(K) Vintage Quilted Jacket	#98041	#98042	#98043	#98044	#98045

SPORTSWEAR WOMENS AND KIDS













WOMEN'S V-NECK TEE

Features the Edelbrock script logo screen printed across the back and an offset script logo on the front. Made with 100% high quality cotton.

Description	SM	MD	LG	XL
(A) White V-Neck Shirt	#98060	#98061	#98062	#98063
(B) Black V-Neck Shirt	#98064	#98065	#98066	#98067

WOMEN'S STRIPED TANK TOP

High-low tank, features a solid front and striped back. Made of cotton/poly sheer for a super-soft feel.

Description	SM	MD	LG	XL	2XL
(C) Striped Tank Top	#98139	#98140	#98141	#98142	#98143

WOMEN'S CAMOUFLAGE TANK TOP

Features the Edelbrock script logo screen printed in camouflage on the front with gold trim. Made with 96% cotton and 4% spandex.

Description	SM	MD	LG	XL
(D) Black Tank Top with Camouflage Logo	#98092	#98093	#98094	#98095

WOMEN'S EDELBROCK BASEBALL SHIRT

Features contrasting rib collar and sleeves. Made of 60/40 combed ringspun cotton/polyester with 3/4 raglan sleeves.

Description	SM	MD	LG	XL	2XL
(E) Baseball Shirt	#98017	#98018	#98019	#98020	#98021

ALL WEATHER RESISTANT JACKET

Features 4-way stretch fabric for unrestricted movement. Breathable and a reversed coil zipper pockets as well as a left bicep utility pocket. Semi-elastic cuffs and open bottom hem for a great modern fit. 96% polyester and 4% elastane.

Description	S	M	L	XL	2XL
(F) All Weather Jacket	#98257	#98258	#98259	#98260	#98261

WOMEN'S PULLOVER HOODIE

This slim fit pullover features a large Edelbrock Script logo across the front. Made with 60% cotton 40% Polyester.

Description	SM	MD	LG	XL	2XL
(G) Red Pullover Hoodie	#98012	#98013	#98014	#98015	#98016
(H) Black Pullover Hoodie	#98001	#98002	#98003	#98004	#98005

WOMEN'S QUILTED VEST

Stay warm and dry with this 100% polyester shell, 100% poly lined and 6 oz. polyfill vest. Features Edelbrock Equipped patch on the front.

Color	SM	MD	LG	XL	2XL
(I) Quilted Vest	#98134	#98135	#98136	#98137	#98138

KIDS WRENCH PERFORMANCE TEE

100% cotton tee with screen printed Edelbrock Performance Equipment log on the front.

Description	SM	MD	LG	XL	2XL
(J) Wrench Peformance	#98208	#98209	#98210	#98211	#98212

KIDS EDELBROCK EQUIPPED TEE

Features a small offset Edelbrock Equipped Logo on the front and a large Edelbrock Equipped logo with a '32 Ford roadster on the back. Made with 100% durable, high quality pre-shrunk cotton.

Description	XS	SM	MD	LG
(K) Edelbrock Equipped	#98200	#98201	#98202	#98203

KIDS VINTAGE ROADSTER TEE

Features a large Edelbrock Racing Logo on the front and '32 Ford roadster on the front. This tagless t-shirt is made with 100% durable, high quality pre-shrunk cotton.

Description	XS	SM	MD	LG
(L) Vintage Roadster	#98204	#98205	#98206	#98207

PART NUMBERS IN RED ARE... NEW



SCRIPT LOGO CAP

These flex-fitted designed caps feature an embroidered Edelbrock script logo on the front.

Description	Red (A)	Black (B)
Script Logo Small/Medium Cap (6-7/8" - 7-1/4")	#9153	#9151
Script Logo Large/X-Large Cap (7-1/4" - 7-5/8")	#9154	#9152

OFFSET LOGO CAP

These flex-fitted designed caps features an embroidered Edelbrock logo offset on the front.

Description	Red (C)	Black (D)
Offset Logo Small/Medium Cap (6-7/8" - 7-1/4")	#9158	#9156
Offset Logo Large/X-Large Cap (7-1/4" - 7-5/8")	#9159	#9157



MESH TRUCKER CAP

These caps have a fabric front and mesh back with the Edelbrock script logo screen printed on the front.

Description	Red (E)	Black (F)
Mesh Trucker Cap (6-7/8" - 7-5/8")	#9136	#9137



CAMOUFLAGE CAP

Features an embroidered Edelbrock script logo on the front. One size fits all velcro strap on the back.

Description	Full (G)	Black (H)
Camouflage Cap	#9162	#9161

E-FORCE CAP

Features an embroidered E-Force logo offset on the front and the Edelbrock script logo embroidered on the side of the bill. One size fits all velcro strap on the back.

Description	Part No.
(I) E-Force Supercharger Cap	#9149



ARMED SERVICES CHARITY CAP

$5.00 from the sale of each cap will be donated to benefit our armed services and their families.
Features an embroidered Edelbrock script logo on the front. One size fits all velcro strap on the back.

Description	Part No.
(J) Armed Services Charity Cap	#9146

EDELBROCK EQUIPPED CAP

Features an embroidered Edelbrock Equipped logo. Made of 100% acrylic with an adjustable back strap.

Description	Black
(K) Edelbrock Equipped Flat Bill	#9169
(L) Edelbrock Equipped Curved Bill	#9168



EDELBROCK KNIT BEANIE

The Edelbrock knit beanie features an embroidered Edelbrock script logo.

Description	Part No.
(M) Edelbrock Knit Beanie	#9143

EDELBROCK EQUIPPED BEANIE

The Edelbrock Equipped beanie features an "Edelbrock Equipped" patch.

Description	Gray (N)	Black (O)
Edelbrock Equipped Beanie	#9147	#9142







KEY FOB

Keep track of your keys with this Edelbrock Script logo key fob. Made of black sewn nylon with silk screened Edelbrock Script logo and split retainer ring.

Edelbrock Key Fob - Black and Red ..... **#9174**



NYLON LANYARD

This Edelbrock Lanyard features a repeating Edelbrock script logo set on a black background with red borders. They are finished off with black clips and attachments.

Edelbrock Lanyard ..... **#9139**



INSULATED 12 OZ. TRAVEL MUG

12oz. double wall 18/8 stainless steel Edelbrock Racing tumbler with threaded snap fit lid and color accent. Keeps liquids hot for 2 hours / cold for 4 hours.

Edebrock Racing Travel Mug ..... **#9831**



MECHANIC'S GLOVES

These gloves feature a black and red two tone look and are made polyester and micro suede. They're the perfect way to protect your knuckles when your working on your project vehicle. Only available in XL size.

Mechanic's Gloves ..... **#9138**



EDELBROCK CAMOUFLAGE TOTE

Drawstring sports tote made of polyester construction with reinforcement black trim at the corners. Approximate size 14" W x 18" H

Edelbrock Camouflage Tote ..... **#9173**



EDELBROCK RACING BACKPACK

The Team Edelbrock Racing Backpack is tricked out with many special compartments and extra features, making it the perfect gift to any student, road warrior, or anyone who lives life-on-the-go or at the track. At the core is an OGIO - Metro Backpack customized with an Embroidered Edelbrock Racing with black edging. To top it all off, the OGIO Metro backpack has tons of features making it comfortable and durable, including: Heavy duty reinforcements, wide ergonomic shoulder straps, sternum strap, padded backing and 400 x 400 dobby pindot nylon/600 denier poly construction

Edelbrock Racing Backpack ..... **#9170**





PART NUMBERS IN RED ARE... NEW



EDELBROCK FENDER COVERS

Made from a strong PVC foam and reinforced with nylon mesh, its impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The black non-slip material will not harm paint and adheres to slick surfaces, as well as keeping tools from sliding off. Measures 34" wide x 22" high and washable.

Racing Series Fender Cover ..... **#2324**

E-Force Supercharger Fender Cover ..... **#2323**





E-FORCE SUPERCHARGER LICENSE PLATE FRAME

Show off your E-Force Supercharger pride with this license plate frame.

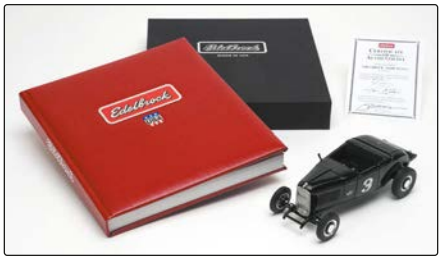
E-Force Supercharged License Plate Frame ..... **#9148**



JR. FUN TEAM COLORING BOOK

Edelbrock's Jr. Fun Team Coloring Book is a fun and rewarding experience for your little car enthusiast. With 16-pages of activities, your child or the child in you will have as much fun learning as you will coloring in these iconic classic and muscle cars. All the cars represented in the Edelbrock Jr. Fun Team coloring book are actual Edelbrock company vehicles.

Jr. Fun Team Coloring Book ..... **#0321**

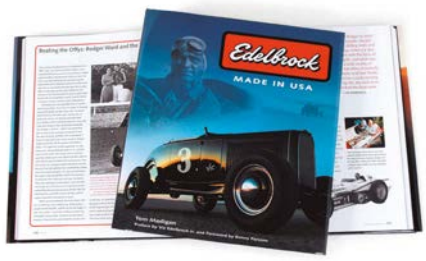


EDELBROCK - MADE IN USA BOOK & DIE-CAST ROADSTER

This Limited Edition includes a leather bound special edition and a 1:18th scale die-cast replica of Vic Edelbrock Sr. 1932 Roadster. Authored by Tom Madigan, this book begins with Vic Edelbrock Sr. and his journey to Southern California from Kansas. It continues with the story of the Edelbrock Equipment Company's growth from a simple shop at the rear of a gas station to an American institution. Woven throughout is the history of racing, from the first drag race in Santa Barbara to the dry lakes in Southern California. It is the story of a company whose influence shaped the automotive performance aftermarket.

Limited Edition Leather Bound Book and Roadster ..... **#0328**

Hard Cover Book ..... **#0327**

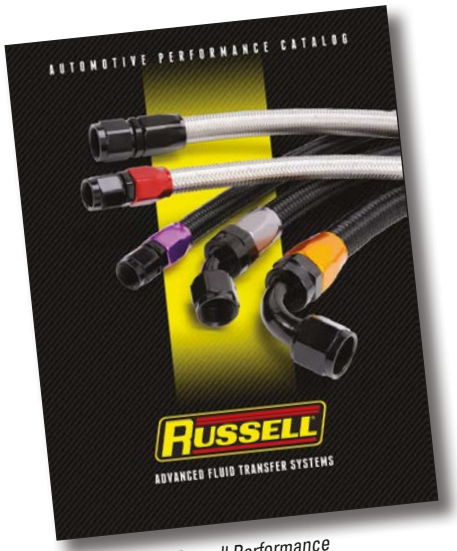


1932 ROADSTER COLLECTIBLE DIE-CAST CAR

Here is your chance to own a limited-edition 1:18 die-cast scale version of Vic Sr.'s 1932 Ford replica. Each model is individually serialized on the chassis and comes in a full-color, non-window type collector box. Additional features include the following: Removed front windshield, Period-correct tires, Front and rear cylinder-type shocks, Chrome floor shifter, Round foot pedals, Custom dash plaque, Fully operational hinged steel hood.

Die-Cast '32 Roadster ..... **#0337**





Russell Performance Automotive Parts Catalog #600267

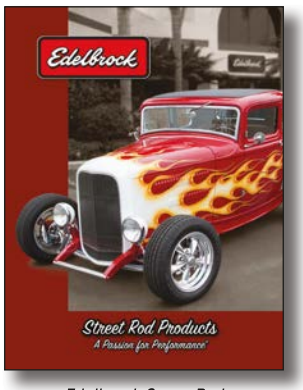
Edelbrock RUSSELL

MORE THAN JUST MANIFOLDS... YOUR TOTAL PERFORMANCE SOLUTION!

The Edelbrock Corporation began in 1938, producing intake manifolds for Flathead Fords. Since its humble beginnings, this diverse company has earned the reputation as "The Most Respected Name in Performance" by manufacturing thousands of quality performance products for domestic cars and trucks. Edelbrock continues to grow with a complete line of products that encompass much more than our famous intake manifolds and carburetors for domestic engines.

Russell Performance Products, offers a complete line of high-quality products for automotive, Harley-Davidson®, import bikes, and ATVs. Products include brake hoses, hose ends, polished brake rotors, and a complete line of hoses for every application.

For our dealers, we have an extensive library of brochures, point-of-purchase displays, banners, decals and more. Request our Dealer Literature brochure for more information.



Edelbrock Street Rod Brochure #03009



Edelbrock E-Force Supercharger Catalog #02789



Edelbrock Race Parts Catalog #01909



Edelbrock Total Power Package Brochure #00126

ALL EDELBROCK CATALOGS ARE AVAILABLE IN PRINT, CD-ROM, ONLINE, OR ON YOUR SMARTPHONE





Edelbrock Digital Catalogs CD #09017



PART NUMBERS IN RED ARE... NEW

GENERAL WARRANTY

Edelbrock, LLC shall not be liable for any consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale.

It is the constant endeavor of the Edelbrock, LLC to give our customers the highest quality products obtainable. We warrant each new product to be free from defects in both workmanship and material from the original date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer. Some states do not allow limitation on how long an implied warranty is so the limitations outlined here may not apply in your state. Below is a list of warranty duration by product line:

Product Line	Warranty Duration
94 Series Carburetors	90 Days
Performer & Performer II Series Carburetors	90 Days
Thunder Series AVS Carburetors	1 Year
Camshafts & Valvetrain Components	1 Year
Cylinder Heads	1 Year
Electronic Fuel Injection Systems & Components	1 Year
Engine Accessories & Installation Items	1 Year
Fuel Pumps & Components	1 Year
Gaskets	1 Year
Ignition (Max-Fire)	1 Year
Intake Manifolds	1 Year
Nitrous Systems & Components	1 Year
Water Pumps	1 Year
Crate Engines	2 Years
E-Force Superchargers	3 Years



Now you can outfit your ride with an E-Force Supercharger and have the peace of mind that you'll be covered!

CARBURETORS

Remanufactured carburetors are warranted for a period of thirty (30) days. This warranty is void if any Carburetor Products are used for race or competition purposes. Any implied warranty determined to be applicable is limited in duration to the duration of this warranty. **Edelbrock, LLC warranty will be voided if E85 fuel is used with any Carburetor.**

CYLINDER HEADS

When using other camshafts with Edelbrock cylinder heads, please consult the camshaft manufacturer for recommended valve spring rates and specifications. Valve spring rates and camshafts must be compatible to avoid severe engine damage. All Edelbrock complete cylinder heads are supplied with valve springs that are compatible with Edelbrock camshafts for optimal operations within the specified RPM range. Camshafts that exceed the specified valve spring rate will void the warranty on these cylinder heads.

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.**

Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock, LLC along with proof of purchase and a complete description of the problem. **All Electronic Fuel Injection Systems, Crate Engines, E-Force Supercharger Systems and Cylinder Heads 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. **Our warranty service and repair facility is located at 2700 California Street, Torrance, California 90503.** If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.** Edelbrock, LLC reserves the right to replace or repair the defective part and return said part freight prepaid.

EMISSIONS GUIDE

The following guide is designed to help you determine which Edelbrock components are legal for use on your vehicle. It is your responsibility to use the guide below to ensure that your installing the right emissions legal product for your application.

50-STATE LEGAL	All products with this icon currently have a California Air Resources Board (C.A.R.B.) Executive Order (E.O.) number. They meet the emission standard for use on pollution controlled vehicles in all of the 50 United States for the vehicles listed on the E.O. To review and download E.O.'s for your application.
FOR RACING USE ONLY	All products with this icon are intended to be used on vehicles that are exclusively designated for racing use only. They are not legal for use on vehicles that are registered for street use.
FOR USE ON PRE-POLLUTION CONTROLLED VEHICLES (PPCV)	All products with this icon are legal for use on pre-pollution controlled vehicles. They can be used on all vehicles that were manufactured before emissions control regulations were imposed. These vehicles are considered "uncontrolled vehicles." ***Uncontrolled vehicles are defined as...*** 1965 and older U.S. manufactured California Certified vehicles 1967 and older U.S. manufactured Federally Certified vehicles 1967 and older Foreign manufactured vehicles
STOCK REPLACEMENT PART	All products with this icon are manufactured to exact specifications of the Original Equipment (O.E.) part. They must be used on the specific year, make and model for which it is listed.
ENGINE SWAPS	All products with this icon are intended to be used with engines that have been transplanted or swapped into an uncontrolled or pre-pollution controlled vehicle, as defined above. They are not legal for use on pollution controlled vehicles.

INDEX

0321-0337 ... 230
1002 ... 201
1031 ... 12, 35
1032 ... 12
1033 ... 12, 34, 59
1034 ... 12
1070-1075 ... 130
1076-1077 ... 80, 83
1080-1084 ... 130
1099 ... 201
1100-1109 ... 58
1115-1128 ... 105
1144-1146 ... 58
1151-1152 ... 12
1154-1165 ... 13
1202 ... 12
1203 ... 201
1205 ... 209
1206-1213 ... 201
1216-1220 ... 209
1221-1236 ... 201
1280 ... 22
1281-1284 ... 13
1285-1286 ... 22
1287 ... 13, 35
1288 ... 13
1290 ... 22
1400-1407 ... 9
1409-1413 ... 10
1418-1463 ... 15
1464-1471 ... 14
1472 ... 16, 84
1473-1474 ... 16
1475 ... 14
1476 ... 18
1477-1478 ... 16
1479-1480 ... 14
1481-1483 ... 15
1484 ... 16
1485-1489 ... 14
1490-1493 ... 15
1494 ... 16
1495 ... 15
1496 ... 14
1497 ... 16
1498 ... 14
1499 ... 16, 84
1511-1512 ... 158
1513-1516 ... 157
1517 ... 143
1519 ... 150
1520-1522 ... 157
1526 ... 158
1527 ... 154, 155
1528 ... 154
1529 ... 146
1530-1537 ... 143
1538 ... 144
1540 ... 156
1557 ... 153
1558-1559 ... 146
1560-1561 ... 150
1562-1563 ... 146
1564-1567 ... 150
1570-1576 ... 148
1577-1579 ... 150
1580 ... 152
1581 ... 153
1582 ... 152
1583-1584 ... 153
1585-1589 ... 152
1590-1595 ... 148
1597-1598 ... 146
1599 ... 146
1625 ... 107
1711-1726 ... 218
1727 ... 220
1728-1729 ... 176, 222
1778 ... 220
1789 ... 12, 220
1790 ... 176, 221
1791-1792 ... 219
1794 ... 176, 221
1795 ... 221
1801-1826 ... 11
1840-1842 ... 14
1843-1844 ... 15
1873 ... 16
1920-1986 ... 23
1987-1989 ... 23, 84
1990-1996 ... 23
1998 ... 23, 84
2004-2007 ... 139
2011-2016 ... 138
2017 ... 59, 138
2018 ... 138, 35
2019 ... 135
2020-2021 ... 139
2022 ... 135
2023 ... 139
2024 ... 135
2025-2026 ... 140
2027 ... 137
2028-2034 ... 139
2035-2036 ... 140
2037 ... 139
2038-2039 ... 135
2040-2042 ... 26
2043-2045 ... 137
2049-2052 ... 136
2053-2055 ... 137
2056 ... 139
2057-2060 ... 137
2061-2063 ... 139
2064 ... 139
2065-2069 ... 140
2072-2074 ... 136
2075 ... 139
2076 ... 140
2078-2083 ... 136
2085 ... 140
2086-2087 ... 136
2088-2089 ... 135
2090-2092 ... 137
2093 ... 135
2094 ... 136
2096-2099 ... 135
2101 ... 31
2102-2103 ... 125
2104 ... 31
2105 ... 70
2106 ... 125
2108 ... 128
2111 ... 30
2112 ... 125
2114 ... 30
2115 ... 29
2116 ... 31
2117 ... 125
2121 ... 59
2122 ... 125
2131 ... 28
2132 ... 125
2146 ... 29
2150 ... 35
2151 ... 75
2152 ... 125
2156 ... 76
2157 ... 125
2161 ... 44
2162 ... 125
2166 ... 71
2167 ... 125
2171 ... 69
2172 ... 125
2176 ... 53
2177 ... 125
2181 ... 64
2182 ... 125
2186 ... 54
2191 ... 55
2192 ... 125
2194 ... 72
2198 ... 28, 77
2201-2210 ... 127
2212-2221 ... 128
2231 ... 127
2261-2281 ... 128
2310-2315 ... 225
2323-2324 ... 230
2331-2376 ... 225
2475 ... 55, 56
2504-2506 ... 32
2515 ... 29
2516 ... 32
2561 ... 27
2601-2604 ... 32
2665 ... 68
2691-2692 ... 16
2693 ... 17
2694 ... 16, 49
2696 ... 16
2697 ... 17
2701-2703 ... 30
2711 ... 74
2716 ... 31
2730 ... 75
2731-2732 ... 17
2733 ... 79
2737 ... 173
2750-2760 ... 68
2790 ... 72
2810-2811 ... 75
2812 ... 74
2814 ... 39
2815 ... 54
2821 ... 42, 43
2823 ... 43
2825 ... 37
2826 ... 42, 43
2828 ... 66
2832-2833 ... 67
2838-2839 ... 69
2840-2856 ... 39
2858-2859 ... 38
2860-2868 ... 67
2883-2884 ... 38
2886 ... 55
2887-2890 ... 43
2891 ... 57
2892 ... 37
2893 ... 57
2895-2898 ... 50
2900-2901 ... 36
2902-2907 ... 48
2908 ... 41
2909-2911 ... 48
2912 ... 36
2913 ... 39
2915 ... 53
2916 ... 50
2920 ... 54
2921 ... 61
2924 ... 66
2925-2926 ... 37
2927 ... 50
2928 ... 61
2929 ... 66
2930 ... 28
2934 ... 61
2936-2937 ... 70
2944-2947 ... 63
2954 ... 56
2956-2957 ... 77
2959 ... 38
2965-2966 ... 72
2970-2971 ... 37
2972-2975 ... 36
2978 ... 37
2980-2981 ... 66
2999 ... 36
3010 ... 55
3220-3225 ... 168
3226-3228 ... 169
3230-3233 ... 168
3235-3236 ... 169
3240-3256 ... 168
3257 ... 169
3260-3261 ... 168
3504 ... 72
3510 ... 43
3518-3519 ... 176
3532 ... 175
3546-3589 ... 176
3591 ... 15
3592-3593 ... 176
3594 ... 176, 221
3595-3599 ... 176
3604-3607 ... 170, 224
3619 ... 176
3620 ... 61, 66
3623 ... 160
3624 ... 51
3627 ... 35
3628 ... 63
3629 ... 41
3630 ... 37
3631 ... 39
3632 ... 70
3633 ... 48, 50
3634 ... 77
3635-3636 ... 176
3637 ... 77
3638 ... 41, 43
3639 ... 69
3640 ... 56
3641 ... 54
3644 ... 56
3645 ... 71
3651-3653 ... 170, 224
3654 ... 42
3655 ... 42, 43
3658 ... 47
3659 ... 49
3660 ... 57
3664-3668 ... 165
3674-3681 ... 166
3684-3685 ... 176
3686 ... 159, 176
3687 ... 176
3701 ... 31
3702 ... 125
3704 ... 36
3706 ... 31
3711 ... 74
3712 ... 125
3713 ... 30
3714 ... 127
3721 ... 59
3722 ... 128
3723 ... 59
3731 ... 28
3756 ... 76
3761 ... 44
3764 ... 45
3766 ... 71
3771 ... 69
3776 ... 53
3781-3783 ... 64
3785-3789 ... 29
3790 ... 125
3813 ... 173, 84, 176
3814-3815 ... 173
3818 ... 171
3820-3822 ... 62
3824-3829 ... 171
3830-3831 ... 84, 171
3832-3833 ... 62, 84
3835 ... 63, 171
3841 ... 62
3847-3849 ... 173
3853 ... 176
3862-3864 ... 172
3866 ... 84
3867 ... 172
3869 ... 171
3878-3879 ... 172
3881-3882 ... 64
3883 ... 62
3884 ... 64
3886-3887 ... 63
3888 ... 172
3894-3895 ... 84
3896-3898 ... 19, 84
3899 ... 16, 84
3978-3979 ... 172
4024-4027 ... 15
4115-4117 ... 206
4118 ... 209
4119-4199 ... 206
4203 ... 205
4204 ... 203
4209 ... 207
4213 ... 205
4226 ... 209
4240-4255 ... 132
4262-4264 ... 203
4265 ... 132
4266-4268 ... 203
4270-4271 ... 207
4272-4277 ... 203
4400-4402 ... 209
4403 ... 202
4404 ... 209
4405 ... 202
4406 ... 205
4410-4413 ... 202
4414-4415 ... 209
4420 ... 205
4426-4427 ... 209
4431-4683 ... 202
4754-4799 ... 73
4802-4803 ... 79
4804 ... 19
4809-4818 ... 80, 200
4860 ... 132
5001 ... 33
5002 ... 126
5020 ... 106
5021 ... 60
5022 ... 126
5023-5025 ... 106
5026-5028 ... 108
5056 ... 77
5057 ... 126
5061 ... 46
5062 ... 126
5066 ... 71
5073 ... 92
5076 ... 53
5081 ... 65
5085-5087 ... 94
5089 ... 92
5090 ... 103
5091 ... 56
5093 ... 103
5408-5409 ... 44
5412 ... 59
5414-5417 ... 35
5418-5419 ... 34
5420-5421 ... 46
5425 ... 33
5426 ... 34
5435 ... 60
5440 ... 56
5450 ... 76
5486 ... 28
5487 ... 125
5703 ... 123
5712-5722 ... 124
5745 ... 123, 124
5757 ... 124
5762 ... 123
5766 ... 122
5767 ... 123, 124
5769-5771 ... 122
5777 ... 124
5792 ... 123, 124
5794-5795 ... 123
5796 ... 124
5802 ... 123
5806-5812 ... 124
5813-5814 ... 123
5821 ... 123, 124
5822 ... 124
5823-5825 ... 123, 124
5832 ... 123
5845 ... 123, 124
5857 ... 124
5862 ... 123
5867-5892 ... 124
5894-5895 ... 123
5896 ... 124
5902 ... 123
5922 ... 124
5932 ... 123
5972-5977 ... 124
6009 ... 110
6593 ... 15
6938 ... 86
6940 ... 16, 36, 84
6941-6942 ... 29, 84
6950 ... 84
6988 ... 38, 84
6989 ... 47, 84
6991-6998 ... 85
6999 ... 35, 84
7032-7067 ... 35
7070 ... 38
7071 ... 35
7073 ... 38
7075-7086 ... 49
7094 ... 16, 76
7097 ... 35, 47, 49
7101 ... 32
7102 ... 126
7104 ... 32
7105 ... 70
7106 ... 126
7107-7109 ... 40
7110 ... 35
7111 ... 74
7112 ... 126
7115 ... 47
7116 ... 32
7118 ... 40
7121 ... 59
7122 ... 126
7123-7127 ... 62
7129 ... 68
7132 ... 126
7136 ... 47
7137-7138 ... 35
7139-7140 ... 41
7141 ... 42
7144 ... 56
7156 ... 76
7157 ... 126
7158-7159 ... 44
7161 ... 45
7162 ... 47, 126
7163-7164 ... 45
7166 ... 71
7167-7168 ... 126
7176 ... 53
7177 ... 126
7180 ... 69
7181 ... 65
7182 ... 126
7183 ... 68
7184-7185 ... 63
7186 ... 54
7193 ... 55
7194 ... 126
7201 ... 85
7202-7203 ... 86
7204 ... 85
7205 ... 86
7206-7207 ... 85
7208 ... 86
7209-7218 ... 85
7219-7229 ... 86
7231 ... 84
7232 ... 63, 84
7233 ... 62, 84
7234 ... 86
7235 ... 85
7236-7238 ... 86
7239 ... 85
7240-7242 ... 86
7243-7244 ... 85
7245 ... 86
7246-7248 ... 85
7249-7250 ... 86
7251-7254 ... 85, 199
7255-7256 ... 52
7257-7258 ... 85, 199
7259-7265 ... 86
7271 ... 84, 85
7274 ... 85
7275-7302 ... 86
7310 ... 85
7313-7328 ... 86
7329 ... 85
7331-7335 ... 131
7337 ... 86
7338 ... 131
7340-7341 ... 86
7342 ... 85
7343-7344 ... 131
7346 ... 85
7347-7350 ... 86
7355 ... 49
7356-7359 ... 86
7361 ... 85
7362-7366 ... 86
7367 ... 85
7368 ... 86
7369 ... 85
7370-7371 ... 86
7372 ... 85
7373-7378 ... 86
7379-7380 ... 85
7381-7384 ... 86
7386-7388 ... 85
7389-7394 ... 86
7397 ... 85, 160
7501 ... 33
7505 ... 70
7516 ... 33
7518 ... 40
7520 ... 47
7521 ... 60
7522 ... 47
7524 ... 57
7525-7526 ... 34
7528 ... 57
7530-7531 ... 28
7532 ... 85
7535 ... 60
7546-7549 ... 85
7551 ... 75
7559-7560 ... 86
7561-7562 ... 46
7563 ... 86
7564 ... 68
7566 ... 71
7568-7569 ... 86
7576 ... 53
7577 ... 54
7580 ... 86
7581 ... 65
7582-7583 ... 86
7585 ... 65
7589-7593 ... 86
7594 ... 72
7598 ... 86
7788 ... 43
7798 ... 56
7799 ... 55
7800-7880 ... 131
7890-7895 ... 130
8003-8005 ... 20
8006 ... 12, 19
8007 ... 20
8008 ... 19
8009-8012 ... 20
8013 ... 13, 16
8014-8016 ... 20
8017 ... 18
8018-8022 ... 20
8024 ... 19
8025 ... 63, 171
8026 ... 20
8028 ... 80, 200
8029-8034 ... 20
8035 ... 18
8036 ... 20
8041 ... 176
8045 ... 197
8051-8052 ... 79
8053-8056 ... 19
8057 ... 18
8059 ... 16, 20
8060 ... 19
8078 ... 79
8079 ... 57
8080 ... 19, 79
8081-8087 ... 19
8088 ... 21, 76
8089-8090 ... 19
8091 ... 21, 76
8092-8093 ... 201
8094 ... 209
8095 ... 79, 199
8096 ... 19
8100-8107 ... 22
8114-8121 ... 79, 200
8122 ... 218
8123-8125 ... 22
8126 ... 21
8127 ... 218
8128-8135 ... 21
8136 ... 223
8137 ... 21
8139-8158 ... 223
8159-8188 ... 79, 200
8189 ... 218
8190 ... 220
8191 ... 79, 200
8192-8193 ... 218
8199 ... 79, 200
8460-8462 ... 80, 200
8502-8503 ... 119
8504 ... 78
8505 ... 119
8506 ... 58, 119
8507-8509 ... 78
8513 ... 119
8514-8529 ... 78
8531-8533 ... 119
8534-8536 ... 78
8549-8558 ... 119
8559 ... 78
8560-8561 ... 119
8564-8565 ... 78
8566 ... 119
8569-8574 ... 78
8577 ... 119
8579 ... 78
8581 ... 119
8584 ... 78
8591-8592 ... 119
8594 ... 78
8595-8596 ... 119
8598-8599 ... 120
8603-8607 ... 80, 200
8700 ... 58, 84
8710-8715 ... 18
8716 ... 17
8717 ... 18

PART NUMBERS IN RED ARE... NEW

8718 ..... 18, 72, 77
8719-8726 18
8727-8729 78
8751 ..... 12, 13, 17
8803-8805 197
8810-8812 196
8814 198
8815 196
8816-8819 199
8820-8825 196
8827-8828 198
8831-8832 196
8833 199
8835-8864 197
8866-8877 198
8881-8882 196
8887 198
8893-8894 196
8895 198
8897-8898 196
8901-8981 78
9126-9129 79
9136-9137 228
9138-9139 229
9141 20
9142-9147 228
9148 230
9149-9169 228
9170 229
9171 19
9172 ..... 19, 23
9173-9174 229
9178 ..... 19, 23
9179 19
9265-9267 ..... 17, 84
9290 80
9300 ..... 80, 83, 199
9317-9376 121
9602 123
9605 120
9606 124
9609 120
9611-9612 ..... 122, 123, 124
9614 122
9615 ..... 122, 123
9616 ..... 122, 123, 124
9618-9638 120
9640-9643 121
9644 ..... 123, 124
9646-9648 120
9652 119
9653-9672 120
9680-9693 119
9701-9704 121
9705 126
9706 121
9707 ..... 123, 124
9708 123
9709-9714 122
9715 ..... 123, 124
9716-9719 122
9720 ..... 123, 124
9721 123
9724 124
9725-9726 121
9729-9731 123
9733-9734 124
9736 ..... 123, 124
9738 126
9741 ..... 123, 124
9750-9789 121
9831 229
9856-9860 226
10023 201
11003-11093 58
11151-11283 105
11443-11463 58
12370-12416 24
12455 ..... 20, 24
12456 ..... 13, 24
12457 ..... 20, 24
12458-12605 24
12624 ..... 13, 24
12625-12635 24
12645-12665 ..... 13, 24
12685-12760 24
12801-12901 22
14053-14054 9
14055-14056 158
14063-14064 9
14066 8
14073 9
15005 84
15028-15039 162
15041-15043 84
15111-15123 158
15131-15163 157
15171-15174 143
15175 144
15192 150
15201-15223 157
15261-15263 158
15270 ..... 154, 155
15280 154
15291 146
15292-15297 148
15300-15343 143
15347 156
15350-15353 143
15357 156
15360 143
15380 144
15400 156
15401-15404 160
15405-15409 159
15410-15490 156
15551-15553 158
15568-15569 159
15570 153
15580-15590 146
15597 156
15600-15610 150
15620-15630 146
15640 150
15642-15643 149
15650-15670 150
15671-15672 149
15700-15702 148
15709 161
15710-15712 148
15719 161
15720-15750 148
15770 ..... 150, 154, 155
15773-15775 149
15780 150
15781-15782 149
15790 150
15791 149
15800-15802 152
15803 160
15804-15805 151
15806 162
15807 159
15808 160
15810 153
15814 161
15815 ..... 147, 161
15818 158
15819-15827 161
15828 160
15829 161
15830-15840 153
15842-15855 161
15856 152
15858 161
15860-15865 152
15867 156
15868 160
15870-15873 161
15880-15896 152
15898 160
15900 148
15901 159
15902 147
15903-15904 159
15907 159
15908 145
15909 159
15910 148
15911 145
15930-15940 148
15956 145
15960-15980 146
15988 160
15990 146
17301-17312 219
17400-17401 222
17923 221
17930-17937 222
17943 221
18014-18134 11
20214-20244 139
20254-20264 140
20274-20344 139
20354-20364 140
20374-20644 139
20654-20694 140
20754 139
20764-20854 140
21011-21043 31
21051-21053 70
21111-21141 30
21151 29
21161-21164 31
21211-21214 59
21311 28
21461 29
21511 75
21561-21563 76
21611-21614 44
21661-21663 71
21711-21713 69
21761-21763 53
21811-21813 64
21861 54
21911 55
21941-21944 72
21981 ..... 77, 28
22015-22096 129
22700-22701 182
22702-22703 179
22704 180
22710-22711 182
22712-22713 179
22714 180
22715 179
22815 129
23336 225
24701 55
24751 56
25151 29
26011-26041 32
26651 68
27011-27034 30
27111 74
27161-27164 31
27301 75
27501-27601 68
28001-28002 51
28070 48
28095-28097 41
28101 75
28121 74
28155 54
28215 ..... 42, 43
28235 43
28251 37
28265 ..... 42, 43
28385 69
28408 39
28455-28457 43
28458-28538 39
28540-28549 52
28861 55
28875-28905 43
28962-28978 50
29001 36
29020-29071 48
29085-29087 41
29091-29111 48
29131-29135 39
29161-29165 50
29215 61
29241-29245 66
29251-29261 37
29270 51
29272-29275 50
29285 61
29301 28
29361-29365 70
29545 56
29565-29575 77
29651-29661 72
29701 37
29751-29754 36
29785 ..... 37, 39
29801-29811 66
29991 36
30101 55
32200-32251 168
32260-32283 169
32300-32330 168
32350-32363 169
32400-32561 168
32570-32573 169
32600-32611 168
35360 176
35900-35903 157
35943 221
36010-36020 176
36031-36052 ..... 170, 224
36054 175
36649-36689 165
37011 31
37041 36
37061 31
37111 74
37131 30
37211-37231 59
37311 28
37561 76
37641 45
37661 71
37711 69
37761† 53
37811-37831 64
38112-38123 171
38143-38153 173
38183 171
38353 ..... 63, 171
38473-38493 173
38633-38643 172
38691-38693 171
38783 172
41103-41139 162
41142 ..... 145, 162
41143 162
41144 145
41153-41199 206
41253-41263 205
41303-41609 206
41613 205
41623-41629 206
41633-41663 204
41713-41733 205
41763-41779 206
41783-41813 205
41853-41999 206
42133-42203 205
43510-43513 207
43600-43602 ..... 160, 207
43610-43662 207
43666 ..... 203, 204, 207
43667-43693 207
44023-44273 209
45010-45024 186
45060-45083 184
45123 185
45170-45171 189
45260-45274 193
45400-45421 185
45464-45474 193
45500-45511 185
45610-45921 187
46041-46053 189
46200-46211 188
46213 189
46314-46324 186
46381-46383 188
46400-46424 186
46550 192
46603 187
46700 189
46720-46760 190
46870 194
46903 188
47100-47110 185
47550 192
47641 73
48550 191
49273 223
49550 191
50011 33
50159-50169 111
50211 60
50259 106
50449-50459 97
50561-50565 77
50611 46
50661-50665 71
50761 53
50811 65
50891 92
50911 56
54094 44
54171 35
54191 34
54201-54211 46
54251-54254 33
54261 34
54351 60
54401 56
54501 76
54861 28
60037-60049 90
60057-60089 110
60107-60139 90
60149 103
60175-60179 101
60185-60189 103
60197-60199 101
60217-60399 106
60429-60499 97
60509 ..... 113, 118
60515-60529 112
60547-60559 97
60569-60609 113
60617-60659 92
60665-60699 110
60715-60759 92
60767-60779 101
60809-60819 ..... 98, 102
60825-60839 103
60849-60909 92
60917-60929 103
60947-60959 92
60969 94
60975-60979 92
60985-60989 94
60995-60999 92
61009-61019 91-92
61129-61159 103-104
61169-61189 103
61205-61259 94
61319-61329 96
61379-61389 111
61409-61419 99
61429 117
61459 97
61515-61539 113
61555-61559 97
61569-61599 113
61607-61629 107
61645-61669 110
61689-61699 107
61709-61739 101
61749 118
61767-61779 101
61857 ..... 110, 118
61859 118
61905-61919 95
61989 117
70001-70011 210
70021-70400 211
70701-70731 38
70781-70855 49
71011-71041 32
71051-71054 70
71101 35
71111 74
71151 47
71161-71164 32
71181-71187 40
71196-71197 42
71211-71214 59
71231-71233 62
71363 47
71371-71383 35
71393-71403 41
71413 42
71443 56
71561-71564 76
71581 44
71614-71641 45
71661 71
71761 53
71811 65
71831-71853 212
71861 54
71880 212
71900 213
71907 217
71931-71933 55
72000-72002 214
72018 83
72050-72052 214
72068-72078 83
72176-72203 214
72208 83
72209-72214 217
72219 214
72270 217
72271-72274 214
72275-72276 215
72277 214
72278 215
72279-72282 214
72283 213
72284-72294 214
72300-72315 213
72358 83
72400 213
72550 212
72551 215
72552-72553 212
72555 215
72556 ..... 212, 215
72557-72567 212
72600 213
72700-72705 216
72900 213
72902 ..... 27, 48
72925 ..... 27, 37
72952 216
72960-72961 213
72975 ..... 27, 36
73001-73012 215
73013-73248 214
73800-73832 216
75011-75014 33
75054 70
75161-75164 33
75184-75187 40
75201-75204 47
75211-75214 60
75224 47
75245 57
75251-75254 34
75301-75311 28
75354 60
75511 75
75611-75624 46
75641 68
75661 71
75761-75764 53
75771 54
75814-75854 65
75945 72
76204 213
76503 217
76504-76507 216
76512-76531 217
76535 215
76537 217
76538 215
76544-76546 217
76549-76559 215
76568 217
76574-76578 215
77059-77069 95-96
77119-77149 96
77169-77219 108
77319 118
77339-77349 117
77359 108
77369-77379 117
77389 108
77409-77459 99
77469 ..... 99, 117
77475-77485 99
77579 94
77580 216
77589-77629 94
77730-77739 52
77760-77791 122
77849 118
77919-77949 103
79009-79119 102
79249-79259 108
79449-79559 99
79889-79899 92
79939-79949 96
80913 21
81233-81243 22
81263-81343 21
88103-88124 196
88143 198
88403-88544 197
88563 198
88584 197
88663 198
88814-88892 196
91147 176
91170-91173 175
91238 ..... 40, 41
93661-93664 121
93669 120
93770-97041 121
97384-97387 130
97393-97483 129
98001-98005 227
98006-98011 226
98012-98021 227
98032-98045 226
98060-98095 227
98100-98105 225
98111-98116 ..... 225, 226
98117-98121 ..... 225, 227
98122-98133 225
98134-98143 227
98144-98145 226
98165-98170 225
98193 226
98200-98207 227
98220-98226 ..... 225, 226
98322-98326 225
140535-140546 158
157320 148
158650 152
174021-174043 222
174051-174103 220
174113 222
174121-174133 220
178010 222
178040 220
178050-182032 221
182051-182062 219
182071-182083 221
290251 48
292451 66
292751 50
292851 61
295651-295751 77
322010-322510 168
322610-322830 169
323010-323210 168
323510-323630 169
324010-325610 168
325710-325730 169
326010-326110 168
386403 172
505651 77
600419 90
600519-600819 110
601719 101
602215-603719 106
604319-604919 97
605119 112
605419-605519 97
605719-605919 113
606619-606719 110
607115-607519 92
607719 101
608115-608119 98
608519-609019 92
609219 103
609715-609719 92
609815-609819 94
609919 92
613669-614469 117
614668 100
614669-614769 117
615468-615469 100
615719 113
616619 110
618268 100
618269 117
618368 100
619869 117
624010 21
645060-650130 223
650133 ..... 21, 223
650140-651670 223
711871 40
770469 117
770769 118
771719-771819 108
773169 118
776119-776219 94
777869 117

EMISSIONS GUIDE

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

PLEASE REFER TO **PAGE 212** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.