



2024 NEW PRODUCTS



EDELBROCK GROUP CATALOGS TO GO **“DRIVING THE FUTURE OF AUTOMOTIVE PERFORMANCE.”**

We are committed to maintaining our history of product innovation and engineering by building products that exceed expectations while providing leading customer support and service of our iconic brands!



**EDELBROCK
CATALOG**



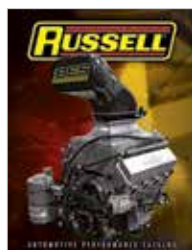
**COMP CAMS
CATALOG**



**TCI
CATALOG**



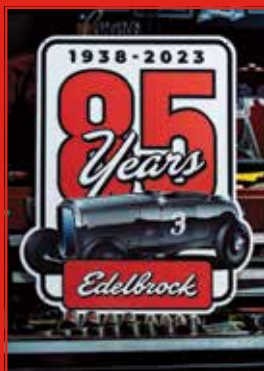
**FAST
CATALOG**



**RUSSELL
CATALOG**



**LUNATI
CATALOG**



CELEBRATE EDELBROCK'S 85TH ANNIVERSARY! **WITH A COLLECTOR'S GARAGE TIN SIGN (#189185)**

When Vic Edelbrock, Sr. began repairing automobiles in Southern California during the Great Depression, he was fascinated by the various types of racing taking place from dirt tracks to the dry lakes.

In 1938, Vic Sr. purchased a '32 Ford Roadster from an injured, out-of-work stunt man. The '32 Ford went on to make history with all-out record-setting speeds for a V8 roadster (121.42 mph) at the dry lakes in December 1941. Using his own speed parts

and the now infamous Edelbrock Slingshot flathead intake manifold, Vic Sr. proved to the racing community that his designs in speed equipment improved performance, in part due to the success of his time trials.

Originally, he had no intention of producing any additional manifolds, but the overwhelming response following his phenomenal speed prompted Edelbrock to make more. This was the first product that he sold commercially and marked the beginning of the company as it is known today.



2024 NEW PRODUCTS BROCHURE

EDEL BROCK

Performer RPM™ 6-Bolt Cylinder Heads for Gen3 Dodge HEMI® Engines	2
Victor CNC™ 6-Bolt Cylinder Heads for Gen3 Dodge HEMI Engines.....	2
Victor CNC 12° Cylinder Heads for GM® BB Race Engines	3
Victor LS Series™ 90mm Pro-Flo XT Throttle Body for GM LS Engines	3
E-Street™ 15° Cylinder Heads for GM LS Cathedral & LS3 Engines	4
Victor CNC 11° 6-Bolt Cylinder Heads for GM LS3 Engines	5
Victor CNC 12° 6-Bolt Cylinder Heads for GM LS7 Engines.....	5
VRS-4150™ Series Carburetors for Race & Performance Engines	6
Twin-Force™ Turbocharger Kits for 2017-2022 Ford® F150 & Raptor® 3.5L EcoBoost® Trucks	8
EG 350 & 383 GM SB Crate Engines	9
XTS™ 102mm Intake Manifold for Ford 7.3L Godzilla Engines.....	10

COMP CAMS

Conical Valve Spring Kit for Ford 7.3L Godzilla™ Engines	10
Camshafts & Additional Accessories for Ford 7.3L Godzilla Engines	11
Evolution™ Hydraulic Roller Lifters for Chevy, Dodge, Ford, Olds & Pontiac Engines.....	12
High Energy™ DLC Flat Tappet Lifters for Early Model Chevy BB & SB Engines	13

FAST

LSXHR™ Intake Manifold Intercooler for Hi-Ram Style Manifolds	14
Big Mouth™ 102mm Electronic Throttle Body for GM LS Engines	15

TCI

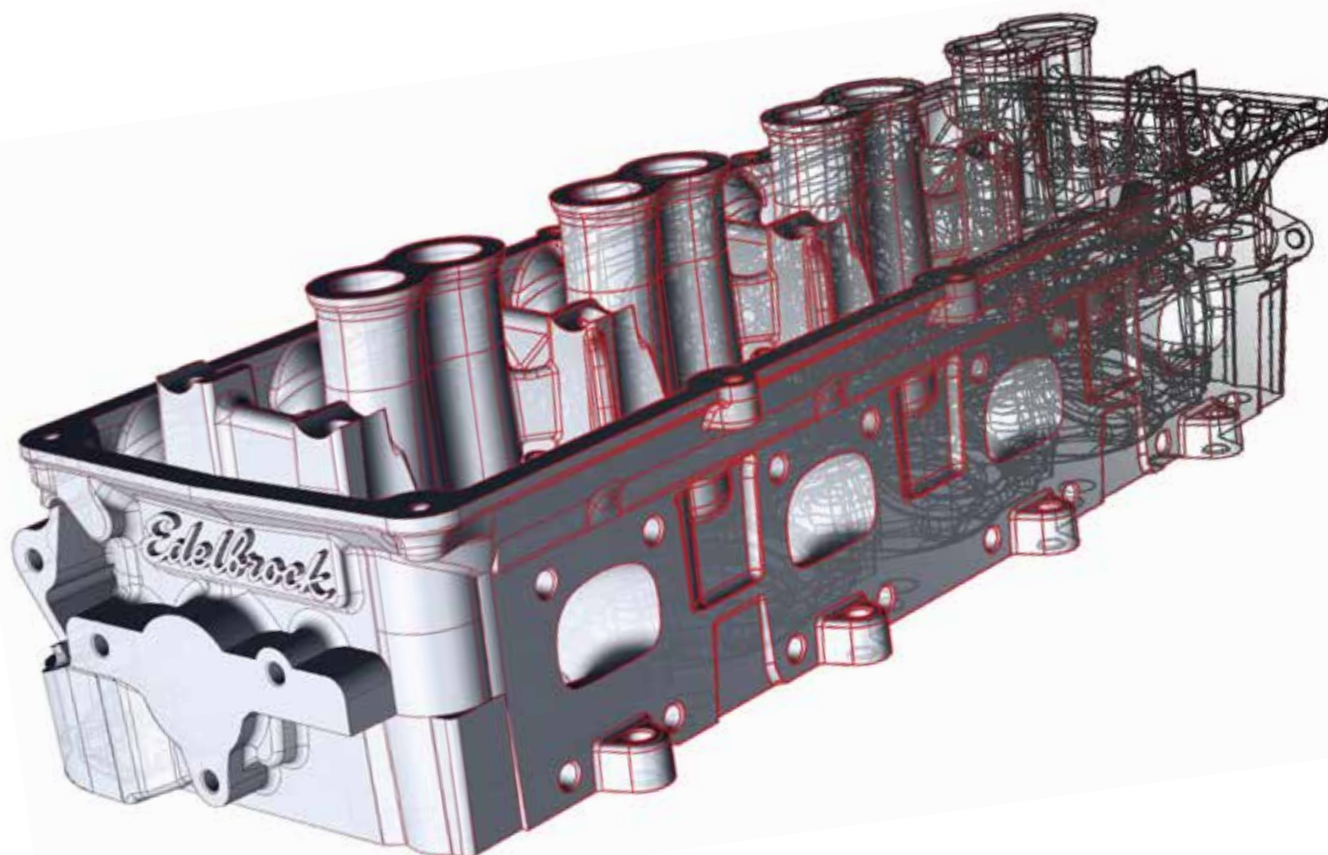
8HP70 Torque Converter for Dodge Gen III HEMI Applications	16
Max Cool™ Transmission Cooler Kit for Dodge 8HP70 Applications	16
4X 4L60E Transmission Packages for Small-Block Ford Engines	17
TC Transmission Controller for 4L60E, 4L80E, 4X, & 6X Transmissions	17

RUSSELL

Pro-Filter II 75 & 76 Series Fuel Filters	18
Alloy AN Hose-End Wrenches	19

LUNATI

X-Beam™ Rods For GM LS & Gen V LT Engines	20
VooDoo™ & Signature Crankshafts for Chevy & Ford Engines	21



PERFORMER RPM AND VICTOR CNC 6-BOLT HEADS FOR DODGE GEN III HEMI ENGINES

PERFORMER RPM

Assembled with premium COMP Cams valve train components, this cylinder head is engineered with the same architecture as the factory head, so stock components will fit without issue. The intake and exhaust ports are “as cast,” with the port entry and exit CNC profiled to maximize flow. These ports match the OEM size and location for the 6.4-liter engine and can use the 5.7 Eagle, 6.1 and 6.2 intake manifold.

Assembled and inspected by qualified Edelbrock technicians, this head features heavy-duty stainless-steel valves, top-quality valve seals, Chromoly steel retainers, and Beehive valve springs to allow up to .675”-lift camshafts.

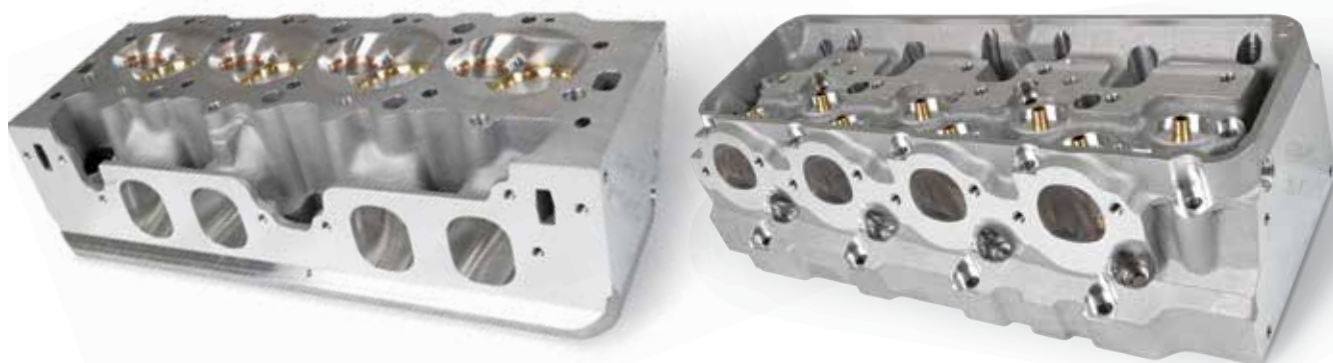
RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SPRINGS	VALVE SEAT	MAX. LIFT	RETAINER MATERIAL	PART NUMBER
			IN.	EX.						
215cc	73cc	Straight Dual	2.165”	1.650”	Hyd. Roller	Conical	CI PM	.675”	Chromoly Steel	61135

VICTOR CNC

The Victor CNC head was developed for maximum performance, featuring full CNC combustion chambers, full CNC intake and exhaust ports, an improved valvetrain, and an aftermarket-industry-leading 6-head bolts per cylinder to increase clamping force.

This cylinder head is only offered in a “bare” configuration, meaning it is fully machined and ready for assembly with the engine builder’s preferred components. However, Edelbrock offers cylinder head parts kits using premium COMP Cams components to complement naturally aspirated, nitrous and forced induction applications.

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SPRINGS	VALVE SEAT	MAX. LIFT	RETAINER MATERIAL	PART NUMBER
			IN.	EX.						
225cc	72cc	Straight Dual	2.250”	1.650”	Bare	-	Copper	.700”	-	61155



VICTOR CNC 12° CYLINDER HEADS FOR GM BBC RACE ENGINES

The new Victor CNC 12° GM Big-Block Chevrolet race head is designed for maximum competition in naturally aspirated, nitrous injected and boosted applications.

The Victor CNC 12° is cast in the USA at Edelbrock's state-of-the-art foundry, using a premium aluminum alloy that undergoes hot isostatic pressing for a more stable and dense grain structure. The large CNC oval ports have been designed to maintain high airspeed for maximum cylinder fill during valve opening, generating a high-torque curve throughout the engine's operating range.

- Premium H.I.P. Aluminum alloy
- Fully CNC ported
- Raised and spread intake ports
- Raised exhaust ports
- Copper intake and exhaust valve seats
- Conical chamber design
- 2.500" x 1.800" valve job

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SEAT	CONICAL MACHINING	PART NUMBER
			IN.	EX.				
498cc	82cc	Angle	2.500"	1.800"	Bare	Copper	Yes	618270

VICTOR 90MM PRO-FLO XT THROTTLE BODY FOR GM LS ENGINES

Constructed from billet aluminum, the 90mm Victor Series Pro-Flo XT Throttle Body, complete with TPS and IAC, maximizes performance upgrades on all Pro-Flo XT, EFI Victor Elbow, Gen III and Gen IV engines with cable-driven throttle bodies. With bolt patterns for both LS generations, these enlarged single-bore throttle bodies feature a progressive throttle linkage and parabolic bore design for increased power and enhanced durability. A thicker throttle blade eliminates deflection for boosted applications while a beefed-up linkage and dual-spring mechanism ensure safety and total throttle control.



3970

**AVAILABLE IN EITHER BLACK
OR SATIN FINISH TO LOOK
GREAT IN ANY ENGINE BAY.**



39703

DESCRIPTION	PART NUMBER	
	SATIN	BLACK
Victor 90mm Pro-Flo XT Throttle Body for GM LS Engines	3970	39703



77618



7763

E-STREET 15° CYLINDER HEADS FOR GM LS CATHEDRAL & GM LS3 ENGINES

The Edelbrock E-Street™ LS Cylinder Heads are premium quality, bolt-on-ready cylinder heads for any high-performance or stock GM LS engine build. Sold in pairs and assembled with premium COMP Cams valve train components, these LS heads are engineered with the same architecture as the factory head, and all stock components will fit without issue. A Beehive valve spring option allows up to .570" lift camshafts while a dual spring choice is good up to .660" of lift, ideal for many mild to hot camshaft grinds. A unique dual-spark-plug pocket design allows you to use either a factory-style tapered seat or a gasketed seat spark plug, which are available in wider heat ranges for maximum tunability.

EDELBROCK E-STREET LS1 /LS6 CYLINDER HEADS

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SPRINGS	MAX. LIFT	RETAINERS		PART NUMBER
			IN.	EX.				PART #	MATERIAL	
210cc	64cc	Angle	2.000"	1.550"	Hyd. Roller	Dual	.660"	713-16	Chromoly Steel	7764
210cc	64cc	Angle	2.000"	1.550"	Hyd. Roller	Beehive	.570"	774-16	Chromoly Steel	7763

EDELBROCK E-STREET LS3 CYLINDER HEADS

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SPRINGS	MAX. LIFT	RETAINERS		PART NUMBER
			IN.	EX.				PART #	MATERIAL	
260cc	69cc	Angle	2.165"	1.590"	Hyd. Roller	Dual	.660"	713-16	Chromoly Steel	77618
260cc	69cc	Angle	2.165"	1.590"	Hyd. Roller	Beehive	.570"	774-16	Chromoly Steel	77620



VICTOR CNC 11° 6-BOLT CYLINDER HEADS FOR GM LS3 ENGINES

The Edelbrock Victor CNC 11° Cylinder Heads for GM LS3 engines utilize the popular LS 6-bolt design, making them compatible with GM LSX blocks and all aftermarket iron or aluminum 6-bolt per cylinder LS race blocks. The 6-bolt design offers increased clamping capacity over the standard factory 4-bolt configuration and greatly improves head gasket sealing, ideal for high-compression naturally aspirated engines and high-boost applications.

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SEAT	PART NUMBER
			IN.	EX.			
263cc	68cc	Angle	2.165"	1.600"	Bare	PM	77670

VICTOR CNC 12° 6-BOLT CYLINDER HEADS FOR GM LS7 ENGINES

The Edelbrock Victor CNC 12° Heads for GM LS7 engines are designed with .220" raised intake ports and .100" raised exhaust ports that provide a better line of sight into the cylinders and allow for an improved short turn. The raised-intake-runner design fits both stock and aftermarket LS7 intake manifolds and can be used with either OEM or aftermarket valve trains. The heads also utilize the popular LS 6-bolt design, making them compatible with the GM LSX block and all aftermarket iron or aluminum 6-bolt-per-cylinder LS race blocks. The 6-bolt design offers increased clamping capacity over the standard factory 4-bolt configuration and greatly improves head gasket sealing, ideal for high-compression naturally aspirated engines and high-boost applications.



77666

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE		VALVE TRAIN	VALVE SEAT	DOWN NOZZLES	PART NUMBER
			IN.	EX.				
291cc	69cc	Angle	2.200"	1.615"	Bare	CI PM	No	77679
291cc	69cc	Angle	2.200"	1.615"	Bare	Copper	No	77678
291cc	69cc	Angle	2.200"	1.615"	Bare	Copper	Yes	77689
307cc	69cc	Angle	2.200"	1.615"	Bare	CI PM	No	77699
307cc	69cc	Angle	2.200"	1.615"	Bare	Copper	No	77698
307cc	69cc	Angle	2.250"	1.615"	Bare	CI PM	No	77668
307cc	69cc	Angle	2.250"	1.615"	Bare	Copper	No	77666



VRS-4150 SERIES CARBURETORS FOR RACE & PERFORMANCE ENGINES

Edelbrock VRS-4150 Race & Performance Carburetors are race-ready and street-friendly. VRS carbs offer convenient features not usually found in a race-capable carburetor, such as a throttle arm that includes all the popular transmission kickdown take-off points, four various-sized vacuum tubes and built-in provisions for a GM three-wire TPS.

VRS performance features include 20% larger fuel bowls with dual accelerator pump circuits and four-circuit billet metering blocks with industry standard-sized screw-in bleeds and jets. Easily accessed air bleeds for each fuel circuit provide a quick and easy way to fine-tune any new engine component or weather condition. The one-piece, 3.75"-tall aluminum body is a direct fit on all 4150 and 4500 carb flange manifolds. Also, VRS carburetors include fully adjustable intermediate fuel circuits that help provide incredible throttle response during mid-RPM transitions. For greater control at high RPM, the high speed/main fuel circuit is split into two bleed circuits – one each for the lower and upper sections.

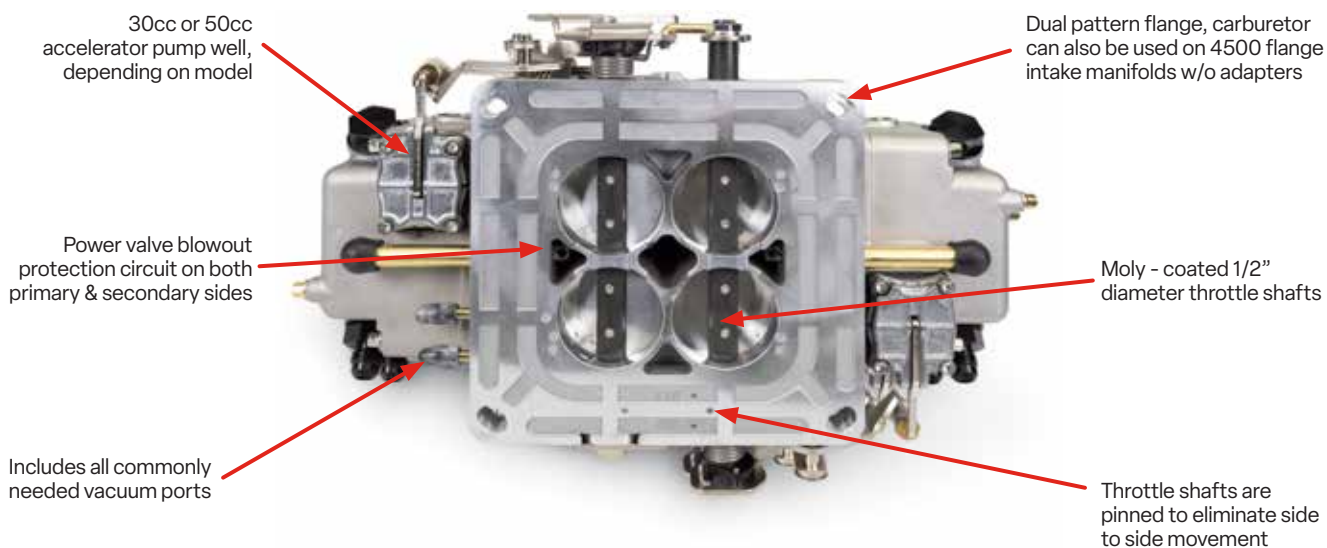
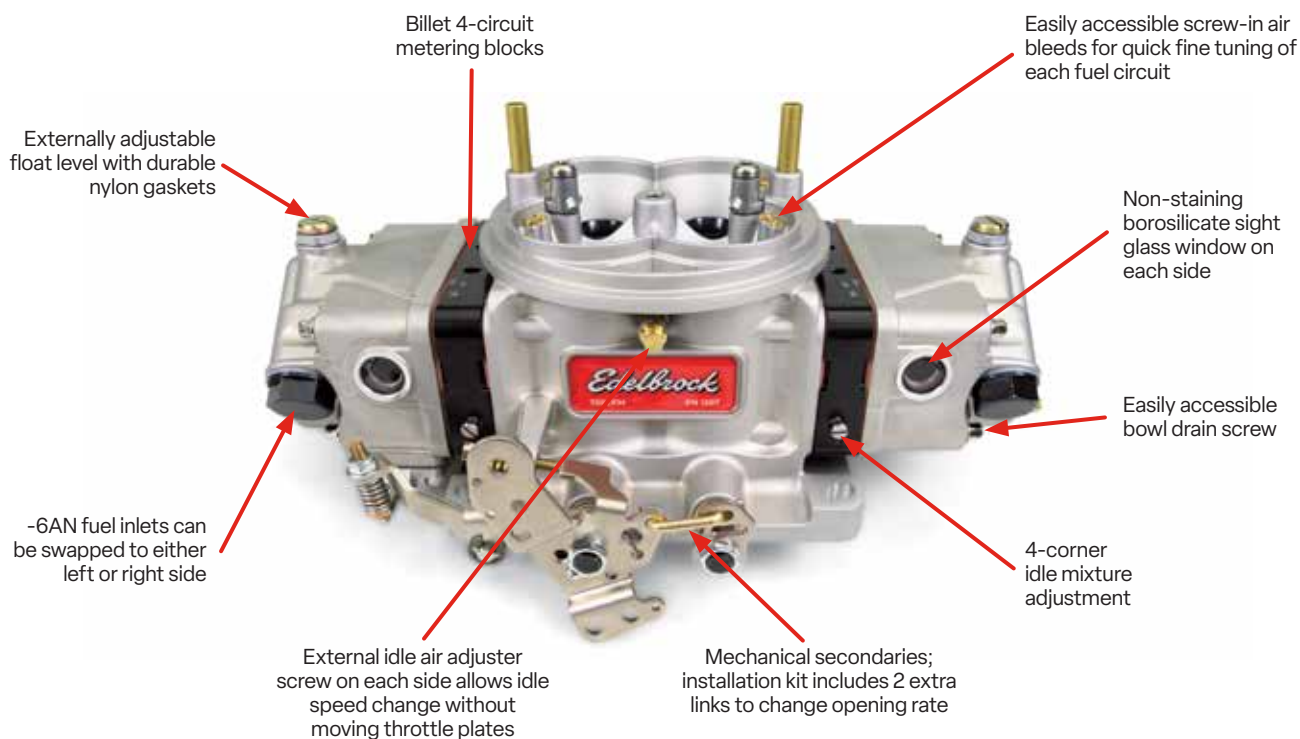
To ensure a consistent fuel supply, the large volume fuel bowls feature internal ribs to control slosh, and a mustache-shaped sculpted baffle directs incoming fuel to the sidewalls to minimize foaming. Nitrophyl floats feature chamfered side edges to avoid shutting

off the fuel flow during hard cornering. Jet extenders pass through the notched float in the secondary bowl, keeping the jets covered in fuel under the hardest acceleration. Jet extenders can be easily added to the front bowl for hard braking circle track/road race applications.

For street use tunability, two auxiliary idle air screws allow users to change idle speed without moving the parked throttle blades away from their ideal position. Also, the idle circuit features interchangeable jets along with mixture screws on all four corners to create a smooth, clean idle. Power valves on both primaries and secondaries allow leaner cruise and add fuel for power enrichment. Dual power valve protection circuits prevent the power valve's diaphragm from being damaged by backfires.

VRS carburetors are simply the most feature-rich carburetors available.

DESCRIPTION	PART NUMBER
VRS 4150 - 650 cfm	1306
VRS 4150 - 750 cfm	1307
VRS 4150 - 850 cfm	1308



EDELBROCK ADJUSTABLE DUAL-FEED FUEL LOG **Part Number 8100**

The Edelbrock fuel log is the perfect fit for your VRS-4150 carburetor. It features an adjustable telescoping center log and adjustable swivel ball socket ends to clear various air cleaners and linkage accessories.



TWIN-FORCE TURBOCHARGER KITS

FOR 2017-2022 FORD F150 & RAPTOR TRUCKS

WITH 3.5L ECOBOOST ENGINES



EOD-215-127

Edelbrock moves into the turbocharger game with Twin-Force Turbocharger Kits for 2017- 2022 Ford F150 and Raptor trucks with 3.5L EcoBoost engines. The Twin-Force kits now cover both the standard 395 HP and HO 450 HP versions of these popular trucks.

Kits are available in three progressive stages, offering a 100 to 164 RWHP increase to suit your individual performance needs. Add-on as your budget allows with convenient upgrade kits.

STAGE 1: POWER PACKAGE (#158331)

Enhances torque and increases output by 100 RWHP. It includes a larger capacity intercooler, high-flow turbo inlet piping and air filter, Stage 1 tuner and calibration.

NOTE: Does NOT include turbochargers.

STAGE 1-2: TURBO SYSTEM UPGRADE KIT (#158337):

Includes everything you need to upgrade a Stage 1 Power Package System to Stage 2 Turbo System.

Features two Garrett 60mm turbos and Stage 2 calibration.

STAGE 2: TURBO SYSTEM (#158330, #158332)

Includes everything from Stage 1 Power Package kit.

Features two Garrett turbos for a 130 RWHP increase over stock.

NOTE: Part #158330 does NOT include a tuner, while part #158332 incorporates the tuner.

STAGE 2-3: TURBO SYSTEM UPGRADE KIT (#158338):

Includes everything to upgrade a Stage 2 Turbo System to Stage 3 Turbo System.

Features an electronic fuel pump booster and Stage 3 calibration.



STAGE 3 TURBO SYSTEM (#158333)

Unlock the maximum potential of your 3.5L EcoBoost engine with our Stage 3 Turbo System.

Features two Garrett turbos, electronic fuel pump booster and Stage 3 calibration for an increase of 164 RWHP over stock.



TURBOCHARGERS

Edelbrock engineers collaborated with Garrett on the design of the all-new 60mm billet-compressor-wheel turbos for the 3.5L EcoBoost trucks. The direct bolt-in turbos incorporate the latest turbocharger technology offering a 54% increase in airflow over factory turbos. The 2.75" compressor inlets are 38% larger than factory turbos. When combined with Edelbrock's calibration, larger intercooler, high-flow air inlet tubes and air filter, these turbochargers offer huge increases in power potential for this application.

SYSTEM	DUAL TURBOCHARGERS	INTERCOOLER	TURBO INLET PIPING	AIR FILTER ELEMENT	TUNER	ELECTRONIC FUEL PUMP BOOSTER	HP GAINS	PART NUMBER
Stage 1	-	✓	✓	✓	✓	-	100	158331
Stage 2 (No Tuner)	✓	✓	✓	✓	-	-	-	158330
Stage 2 (w/Tuner)	✓	✓	✓	✓	✓	-	130	158332
Stage 3	✓	✓	✓	✓	✓	✓	164	158333
Stage 1-2 Upgrade Kit	✓	-	-	-	-	-	130	158337
Stage 2-3 Upgrade Kit	-	-	-	-	-	✓	164	158338



EG 350 CRATE ENGINES

If you're looking for an engine to keep pace with modern muscle, this engine has no problems keeping with the pack. Additionally, it looks great while doing it, with no need for ugly plastic covers to hide a bunch of wiring.

EG 350/410 SBC Crate Engine: Carbureted

The carbureted SBC 350 engine makes 410 HP at 5,500 RPM and 430 LB-FT of torque at 4,500 RPM. It features a custom-calibrated AVS2 carburetor, creating 17 inches of idle vacuum at 850 RPM for a smooth yet healthy performance sound.

EG 350/430 SBC Crate Engine: EFI

The EFI SBC 350 engine makes 430 HP at 6,000 RPM and 420 LB-FT of torque at 4,500 RPM. It features a Pro-Flo 4 EFI specifically calibrated to this engine creating 19 inches of idle vacuum. You can expect a quick throttle response and great street manners.

- 4.000" bore x 3.480" Stroke
- COMP Cams hydraulic roller camshaft
- 1.6:1 ratio aluminum roller rockers
- Forged aluminum pistons 10.4:1 CR
- 5.7" forged I-beam rods with ARP bolts
- Steel crankshaft
- 7-quart oil pan with crank scraper, windage tray and trap door baffles
- Spark plugs and wires

DESCRIPTION	PART NUMBER
EG 350/410 SBC Crate Engine: Carbureted	45005
EG 350/430 SBC Crate Engine: EFI	45006



EG 383 CRATE ENGINES

The Edelbrock 383c.i. SBC stroker engine is built for customers looking for even more performance. It is geared toward the person who likes to hit the strip and the show.

EG 383/480 SBC Crate Engine: Carbureted

The carbureted SBC 383 engine makes 480 HP at 6,500 RPM and 466 LB-FT of torque at 4,500 RPM. It features a custom-calibrated 750 VRS carburetor, creating 14 inches of idle vacuum at 950 RPM with a rumble that means business.

EG 383/500 SBC Crate Engine: EFI

The EFI SBC 383 engine makes 503 HP at 6,500 RPM and 468 LB-FT of torque at 5,000 RPM. It features a Pro-Flo 4 EFI specifically calibrated to this engine creating 15 inches of idle vacuum. You can expect a quick throttle response and great street manners.

- 4.030" Bore x 3.750" stroke
- COMP Cams hydraulic roller camshaft
- 1.6:1 ratio aluminum roller rockers
- Forged aluminum pistons 10.4:1 CR
- 6.0" forged I-beam rods with ARP bolts
- Steel crankshaft (internally balanced)
- 7-quart oil pan with crank scraper, windage tray and trap door baffles
- Spark plugs and wires

DESCRIPTION	PART NUMBER
EG 383/480 SBC Crate Engine: Carbureted	45015
EG 383/500 SBC Crate Engine: EFI	45016



XTS 102MM INTAKE MANIFOLD FOR FORD 7.3L GODZILLA ENGINES

The new Edelbrock XTS manifold for the Ford 7.3L Godzilla Engine is a lightweight, sheet-metal construction with billet flanges in a durable black powder coat finish. It features shorter-than-stock tapered runners tuned for high-RPM gains. The XTS comes with common vacuum

take-off ports found on the rear of the manifold with all mounting and routing hardware included. The horizontal throttle body mount solves the most common swap fitment issues and fits the 102mm throttle body with the included spacer.



DESCRIPTION	PART NUMBER
XTS Intake Manifold for Ford 7.3 Godzilla Engine	7483
85 MM Stock Orientation Adapter	74832



CONICAL VALVE SPRING KIT FOR FORD 7.3L GODZILLA ENGINES



This valve spring kit utilizes COMP Cams Conical Valve Springs to provide .675" of valve lift.

- Increases valve train RPM limit while reducing resonance
- Allows for a more aggressive camshaft and longer spring life
- Round wire features a diameter and progressive pitch-driven natural frequency
- Decrease dynamic spring oscillations

SPRING SPECS™	O.D. DIA. 1	I.D. DIA. 2	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS/IN)	PART NUMBER	KIT NUMBER
Top	1.060	0.660	145	496	1.185	520	7230	7230GCS-KIT
Bottom	1.332	0.932						



CAMSHAFTS FOR FORD 7.3L GODZILLA ENGINES

COMP Cams introduces three new camshafts offering different performance characteristics to maximize the performance of Ford's Godzilla 7.3L V8 pushrod engine.

APPLICATIONS/CAMSHAFTS	VALVE SETTING		DURATION				VALVE LIFT		LOBE SEP. ANGLE	PART NUMBER
	IN.	EX.	ADVERTISED		@ .050"		W/ 1.8 ROCKER			
			IN.	EX.	IN.	EX.	IN.	EX.		
Stage 1 NSR/NTR Hyd Roller Utilizes full phaser sweep for excellent mileage and optimized performance, without compromising durability. Works without limiters and needs no adjustment to factory cam phasing or ignition timing. Minimal ECU tuning may be required to meet max potential. Testing with an optimized tune resulted in over 60 HP and 15 LB-FT better than stock.	Hyd.	Hyd.	275	288	217	229	0.598	0.605	121	405-201-17
Stage 2 NSR Hyd Roller Developed to offer max torque in the low- to mid-range for heavy vehicles and towing. Requires a phaser limiter (# 5473). Testing with the 5473 Phaser Limiter Kit resulted in 75-plus HP over stock.	Hyd.	Hyd.	285	292	221	231	0.598	0.607	112	405-203-17
Stage 3 Hyd Roller Best all-around-performance camshaft for crate engines and engine swaps into lighter cars or trucks. Awesome power from 3,000 to 6,500 RPM with valve spring kit (#7230GCS-KIT) and a phaser limiter kit (#5473) or lockout kit (#5474). Testing with the 5473 Phaser Limiter kit resulted in approximately 100 HP and 25 LB-FT over stock.	Hyd.	Hyd.	295	308	237	250	0.671	0.671	117	405-205-17

ADDITIONAL ACCESSORIES



CAM PHASER LIMITER KIT

Part Number 5473

Restricts cam phaser motion for high-performance camshaft use.



CAM PHASER LOCKOUT KIT

Part Number 5474

Eliminates variable valve timing (VVT) to make the installation of larger cams possible for even greater horsepower increases.



CAM PHASER SOCKET TOOL

Part Number 5475

Unique socket required to remove the camshaft phaser bolt on the 7.3L Godzilla engine.



85401-16



85601-16

EVOLUTION HYDRAULIC ROLLER LIFTERS

WITH HYDRAULIC CARTRIDGE TECHNOLOGY Patent No. 11,136,907

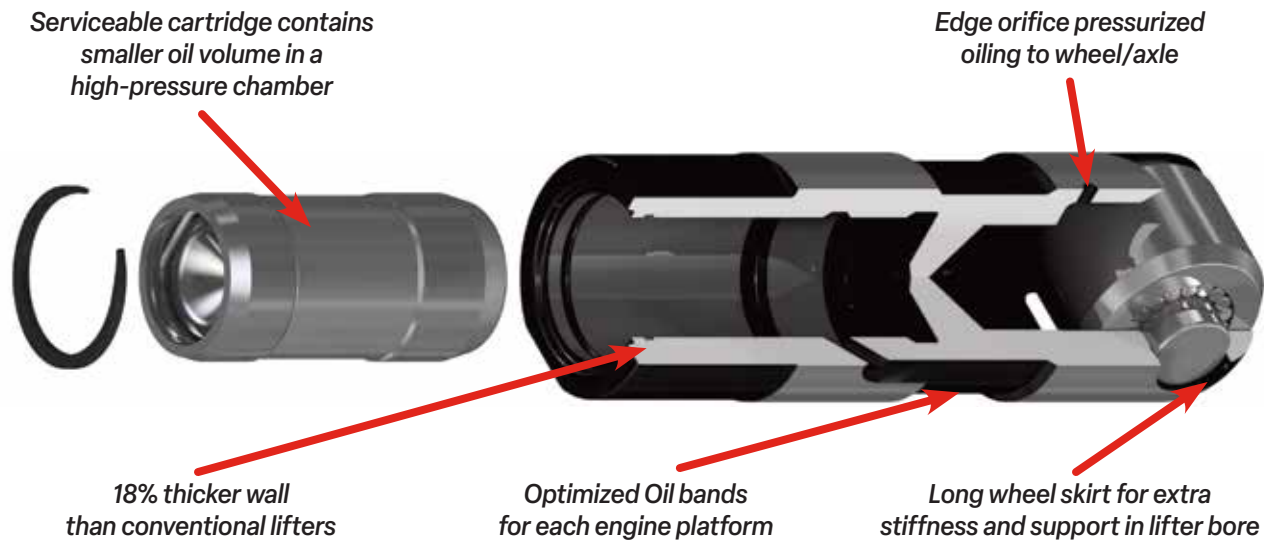
COMP Cams Evolution Hydraulic Roller Lifters are the first to use our newly patented Hydraulic Cartridge Technology (HCT). This revolutionary design offers the most reliable performance of any lifters in the aftermarket. A combination of a self-contained hydraulic cartridge within a thick-wall lifter body with reduced oil volume that is less affected by aeration delivering the most consistent bleed rates between each lifter.

- HCT and proprietary methods ensure unparalleled precision and longevity
- Developed specifically to meet performance and durability demands of modern street performance engines
- Hydraulic element is serviceable, allowing anyone to rebuild
- Precision-controlled bleed-down rate ensures excellent performance at high RPM

MAKE	DESCRIPTION	DIA.	SEAT HEIGHT	PART NUMBER
OE-STYLE NO LINK BAR HYDRAULIC ROLLER LIFTERS				
Chevrolet & GM LS	1987-present SB 305 & 350 (incl. Gen II, III, IV & V engines) with hydraulic roller cam	.842"	2.660"	85001-16
Dodge	Gen III HEMI 5.7L, 6.1L, 6.2L, 6.4L	.842"	3.150"	85601-16
Dodge	Gen III HEMI 5.7L, 6.1L, 6.2L, 6.4L with yokes	.842"	3.150"	85601Y-16
RETRO-FIT LINK BAR HYDRAULIC ROLLER LIFTERS				
Chevrolet	Early model SB 265-400 with flat tappet cam, fits standard & tall-lifter-bore aftermarket blocks	.842"	2.475"	85301-16
Chevrolet	Early model BB 396-454 with flat tappet cam, fits standard & tall-lifter-bore aftermarket blocks	.842"	2.475"	85401-16
Chevrolet	Early model BB 348, 409 with flat tappet cam, fits standard blocks & tall-lifter bore aftermarket blocks	.842"	2.475"	89591-16
GM LS/LT	1997-Up LS Series fits factory LSX & Warhawk blocks	.842"	2.660"	89571-16
Chrysler	Early model SB 273-360 with flat tappet cam	.904"	2.300"	89201-16
Chrysler	Early model BB 383-440 with flat tappet cam	.904"	2.300"	89211-16
Ford	Early model SB 289-302-351W with flat tappet cam	.875"	2.600"	89311-16
Ford	Early model BB & FE 390-428, 429, 460 with flat tappet cam	.875"	2.600"	89341-16
Oldsmobile & Pontiac	With flat tappet cam (will not clear stock intake on small-block Oldsmobile or Edelbrock #3711 intake)	.842"	2.475"	85701-16

HYDRAULIC CARTRIDGE TECHNOLOGY

LESS NOISE WITH BETTER PERFORMANCE



HIGH ENERGY DLC FLAT TAPPET LIFTERS FOR EARLY MODEL SB & BB CHEVY ENGINES



COMP Cams now offers a quality yet inexpensive alternative to the hard-to-find traditional iron flat tappet lifters. The new Diamond-Like Carbon (DLC) Coated Flat Tappet Lifters perform mechanically just as COMP's well-known High Energy line, but with the added benefit of a DLC surface treatment, producing a flat tappet lifter with an extremely hard, tough and slick face that reduces friction at the cam lobe. This coating extends the life of the lifter and camshaft, significantly reducing the likelihood of a flattened cam lobe. Additionally, DLC virtually eliminates the need for the traditional break-in procedure associated with cast iron camshafts and flat tappet lifters. These lifters maintain the excellent hydraulic performance that the High Energy Hydraulic Lifters have provided for many years.

- **DLC: Diamond Like Carbon**
- **Durability tested on a Spintron simulating an entire racing season with outstanding results**
- **Wear resistant**
- **High lubricity**
- **Compatible with all cast iron and steel camshafts**
- **Excellent alternative to standard lifters, which have experienced significant supply chain shortages**

MAKE	DESCRIPTION	DIAMETER	WEIGHT	SEAT HEIGHT	PART NUMBER
Chevrolet	V8 265-400 / 396-454 / 1958-65 V8 348-409	.842"	94g	1.99"	812D-16



LSX_{HR} INTERCOOLER FOR HI-RAM STYLE MANIFOLDS

The LSX_{HR} Intercooler is a perfect solution to cool the air charge on an LS-based centrifugal-supercharged or turbocharged engine using one of the popular Hi-Ram style intake manifolds such as the FAST LSX_{HR} 103mm composite manifold*. This air-to-water intercooler conveniently fits between the upper and lower intake manifold, simplifying the installation, while saving space, time and cost. Testing on a 1,350 HP/20psi turbocharged-LSX application showed a 198°/F drop in temperature and less than 1 psi loss across the intercooler.

- Convenient placement minimizes under hood piping fabrication
- Large -16AN water inlet/outlets
- Welded billet construction
- O-ring sealing on both air and water sections
- Durable black powder coated finish
- Designed to work with the LSX_{HR} 103mm Intake Manifold and most Hi-Ram style manifolds

DESCRIPTION	PART NUMBER
LSX _{HR} Intake Manifold Intercooler for LS Engines	148000



LSX_{HR} 103MM INTAKE MANIFOLD

The FAST polymer tunnel-ram-style intake manifolds are ideal for generating maximum horsepower in boosted and naturally aspirated GM LS engines.

* Note: FAST Short Stack Runners (PN 146074) are required to use with LSX_{HR} 103mm Intake Manifold.

BIG MOUTH 102MM ELECTRONIC THROTTLE BODY FOR GM LS ENGINES

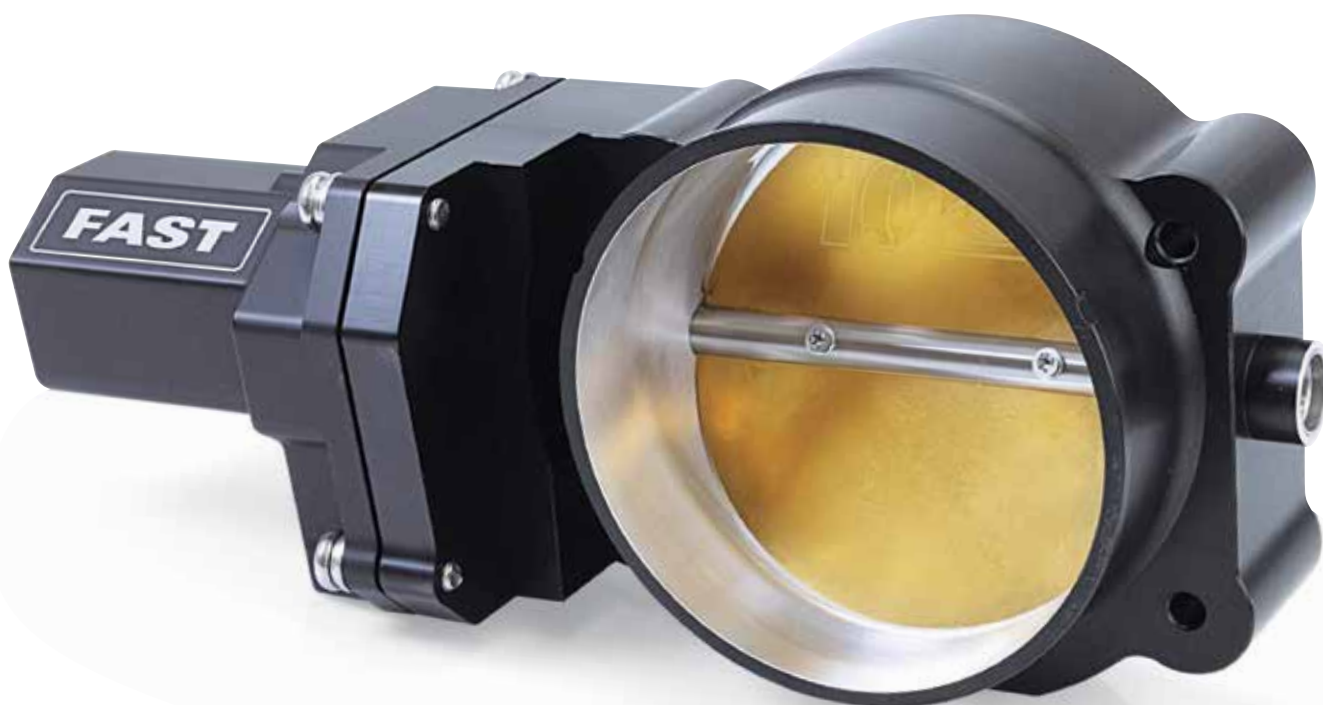
The new FAST GM LS 102mm Big Mouth Electronic Throttle Body is designed to outperform all other aftermarket drive-by-wire throttle bodies for high-performance LS engines and look good in the process.

All the benefits of the current 102mm Big Mouth throttle body are now available for drive-by-wire applications, thanks to the new GM LS 102mm Big Mouth Electronic Throttle Body. This new electronic throttle body uses upgraded components and a 102mm opening to provide a huge increase in airflow over stock – especially when running a FAST manifold – while maintaining stock characteristics at idle. It is designed to be plug-and-play for most stock Gen IV LS ECUs including but not limited to L76, L77, L99, LS3, or LS7. It works well with the Edelbrock Pro-Flo 4+ or any aftermarket EFI system designed to control a GM LS-style electronic throttle body.

The GM LS 102mm Electronic Throttle Body is designed for increased performance and reliability with a robust throttle blade capable of boosted applications. A high-performance, high-torque motor delivers quicker response over competitors' weaker stock motors, while a dual return spring and a precision non-contact TPS increase reliability. The throttle body also features a stylish satin black anodized finish for excellent aesthetics and a unique look.

- Works with OEM Gen IV GM ECUs including L76, L77, L99, LS3, or LS7 and most aftermarket ECUs implementing stock DBW control strategies
- Compatible with Edelbrock Pro-Flo 4+ or any aftermarket EFI system designed to control an LS-style electronic throttle body
- Designed for high-performance drive-by-wire applications
- High-performance, high-torque electric motor for quicker response
- Dual return springs and non-contact TPS provide greater reliability

DESCRIPTION	PART NUMBER
Big Mouth 102mm Electronic Throttle Body For GM LS Engines	54104



8HP70 TORQUE CONVERTER FOR DODGE TRANSMISSIONS

This new TCI torque converter is being introduced as the first in a series designed to pair well with COMP Cams HRT line of Gen III HEMI camshafts for the Dodge 8HP70 transmission. With a low stall speed of 2,700 to 3,000 RPM, this new converter works well with the COMP HRT Stage II camshaft for 5.7L and 6.4L Gen III HEMI engines. This smooth operating torque converter delivers on-demand power to get your car moving in a hurry with solid, positive lock-up to meet torque demands from the engine.

Several more “off-the-shelf” offerings are slated for the future, including a mid-stall and high-stall; however, custom-build options are available now that are sure to fit your needs. As a bonus, all converters in this series include a new SFI-approved flexplate specifically designed to work with each converter.

DESCRIPTION	STALL SPEED	PART NUMBER
Stage 1, TCI low stall for 8HP70	2,700-3,000 RPM	145000
Stage 2, TCI Mid stall for 8HP70	3,000-3,200 RPM	145010
Stage 3, TCI High stall for 8HP70	3,700-3,900 RPM	145020



145000



MAX-COOL TRANSMISSION COOLER KIT FOR DODGE 8HP70

TCI Engineers designed the Max-Cool Transmission Cooler Kit to address overheating issues sometimes seen in the 8HP70 eight-speed automatic transmission installed in 2015 and newer Challengers and Chargers. This secondary cooler has a removable thermostat that will open the thermostatic cooler block when needed to reroute water through the heat exchanger, providing maximum cooling. This is a bolt-in kit designed specifically for these models.

Includes:

- Heat exchanger
- -6 AN hoses cut to length with fittings
- Brackets for exchanger
- Thermostatic cooler block, fittings and hardware

DESCRIPTION	PART NUMBER
Max-Cool Transmission Cooler Kit for Dodge 8HP70	824105

4X 4L60E TRANSMISSION PACKAGES FOR SMALL-BLOCK FORD

The 4X Four-Speed transmission packages feature a bellhousing adapter and an adapter flexplate, allowing a 4L60E transmission to be installed behind a small-block Ford engine. The compact design means the transmission will fit in most applications without the need for tunnel modifications.

The 4X Four-Speed Auto Transmission Packages include a 4L60E rated to 500 ft./lbs. of torque, small-block Ford bellhousing, adapter flexplate, transmission cooler, dipstick and all necessary hardware. Multiple packages offering more components are available for more choices.



DESCRIPTION	PART NUMBER
4X 4L60E Transmission Package	371750P1
Bellhousing Adapter for SBF	271640



TC TRANSMISSION CONTROLLER FOR 4L60E, 4L80E, 4X AND 6X TRANSMISSIONS

The power of TCI and Edelbrock come together to introduce this new standalone transmission controller designed to work with Edelbrock Pro-Flo 4 and 4+ engine management systems and most OEM and aftermarket fuel-injection systems with CAN communications or carbureted applications equipped with a standalone Throttle Position Sensor (TPS). This controller supports the GM 4L60E, 4L70E, 4L75E (up to 2010), 4L80E (post-1994), 4L85E and TCI 4X and 6X transmissions.

- Provides transmission control over shift points, shift firmness, shift speed, torque converter lock-up, shift table, line pressure, speed calibration, etc.
- Compatible with most iOS and Android mobile devices
- TC Tuner features Setup Wizard with base calibrations and capability to fully customize tune
- Bluetooth communication between personal device and transmission controller with free TC Tuner app
- Includes transmission controller and clearly labeled auxiliary harnesses for simple installation
- No software, laptop, or tuning experience required

DESCRIPTION	PART NUMBER
GM 4L60E, 4L65E, 4L80E, 4L85E Transmissions, Generic EFI w/CAN Communication Applications	38211
GM 4L60E, 4L65E, 4L80E, 4L85E Transmissions, Pro Flo 4 and Pro Flo 4+ EFI Applications	38212
GM 4L60E, 4L65E, 4L80E, 4L85E Transmissions, Carbureted Applications	38213
TCI 4X and 6X Transmission Package Controllers	38214



75 & 76 SERIES PRO-FILTER II

The Russell Pro-Filter II is engineered and designed for optimum filtration without pressure loss seen in other designs. These free-flowing elements keep clean fuel moving to feed the horsepower your engine demands. The 76 “Big Russ” and 75 Series filters are compatible with ethanol added fuels including E85. Designed and tested to be used on carbureted or EFI applications. The 75 Series comes in -06, -08 and -10 AN ends. The 76 Series comes in -10, -12 and a monster-sized -16 AN. Each size is available with 10, 40 and 100 micron elements.

75 SERIES

STREET CARS UP TO 750HP

AN SIZE	MICRON	PART NUMBER
6AN	10	750601
6AN	40	750604
6AN	100	750610
8AN	10	750801
8AN	40	750804
8AN	100	750810
10AN	10	751001
10AN	40	751004
10AN	100	751010

76 SERIES

STREET AND RACE VEHICLES UP TO 2000+ HP

AN SIZE	MICRON	PART NUMBER
10AN	10	761001
10AN	40	761004
10AN	100	761010
12AN	10	761201
12AN	40	761204
12AN	100	761210
16AN	10	761601
16AN	40	761604
16AN	100	761610



REPLACEMENT FILTER ELEMENT

DESCRIPTION	PART NUMBER		
	10 MICRON	40 MICRON	100 MICRON
75 Series	755010	755040	755100
76 Series	765010	765040	765100



ALLOY AN HOSE-END WRENCHES

Anodized aluminum AN hose-end fittings are susceptible to scarring or marring with traditional, hard steel wrenches. To combat this, Russell AN Hose-End Wrenches are made from a durable 7075 alloy material to prevent damage to the anodizing. Designed to be long lasting, these AN wrenches are a precise fit ranging in size from -4 through -20 and are finished in a durable black anodized finish. Russell AN Wrenches are available individually or as a complete set.



DESCRIPTION	PART NUMBER
-4 HOSE END WRENCH	750104
-6 HOSE END WRENCH	750106
-8 HOSE END WRENCH	750108
-10 HOSE END WRENCH	750110
-12 HOSE END WRENCH	750112
-16 HOSE END WRENCH	750116
-20 HOSE END WRENCH	750120
COMPLETE SET OF WRENCHES	750100

ADJUSTABLE AN WRENCH

This newly designed Russell Adjustable AN Wrench is made from durable black anodized 7075 aluminum for precision fit without damaging hose ends. Precision-fitted thumb wheel keeps the wrench end steady and accurate when opening or closing the jaws. This wrench can be adjusted from -3AN up to -16AN.

DESCRIPTION	PART NUMBER
ADJUSTABLE AN WRENCH	654400



NOW BUY RUSSELL PRODUCTS DIRECT





EXPERIMENTATION BREEDS INNOVATION

EDELBROCK GROUP WELCOMES LUNATI AS ITS SIXTH POWER BRAND

The Lunati brand has been synonymous with performance since its inception in 1968. Though it has been under the Edelbrock Group umbrella, all systems are now fully integrated for Lunati to be recognized as our sixth power brand. The addition of Lunati to the power brands not only gives customers access to legacy Lunati grinds but also expands their options to include crankshafts and connecting rods.

Five-time NHRA National Champion Joe Lunati was a production engine rebuilder by day and a cam grinder by night. He began experimenting with different camshaft designs after hours on the company's cam grinder. His reputation for personal service and advice endeared him

to fellow drag and circle track racers, creating a need to strike out on his own in 1968. Lunati hung up his racing gear when demand outgrew supply, eventually selling the profitable company in the mid-1990s.

After some lean years, COMP Performance Group acquired the company in 2007, bringing the nameplate back to Memphis and restoring the legacy of the Lunati name while running it as a separate entity. Now both brands are recognized together under the Edelbrock Group to give our customers the most comprehensive options in valve train and rotating assemblies in the automotive aftermarket. Visit Lunatipower.com today!

X-BEAM RODS

FOR GM LS, GM GEN V LT

Lunati innovates with a connecting rod series that is uniquely optimized for the needs of big power boosted GM LS and Gen V LT engines. The X-Beam rods have been tested to handle extreme cylinder pressures without failure.

BOOSTED

The Lunati Boosted X-Beam Connecting Rods are optimized for the needs of big power boosted GM LS and Gen V LT engines and combine the best features of I-Beam and H-Beam style rods. Rated for use in forced-induction engines up to 1,700 HP and 9,000 RPM, these provide substantial strength for high-HP applications.

LIGHTWEIGHT

This Lunati X-Beam Connecting Rod is rated up to 850 HP and 9,000 RPM and has been tested in high-RPM naturally aspirated engines where reliability and strength cannot be compromised. It utilizes ARP 2000 3/8" rod bolts and is ideal for any high-RPM GM LS or Gen V LT street, drag or road race applications.



DESCRIPTION	PART NUMBER	
	SINGLE	SET OF 8
Boosted X-Beam Rod	80361252-1LUN	80361252-8LUN
Lightweight X-Beam Rod	80361251-1LUN	80361251-8LUN



LUNATI VOODOO CRANKSHAFTS

Voodoo Crankshafts are engineered from 4340 non-twist, forged steel that is known for its durability and strength in high-performance applications. All Voodoo Cranks are nitride heated with micro-polished journals to add further durability. Lightening holes in the rod journals reduce crankshaft inertia weight for faster rotation.

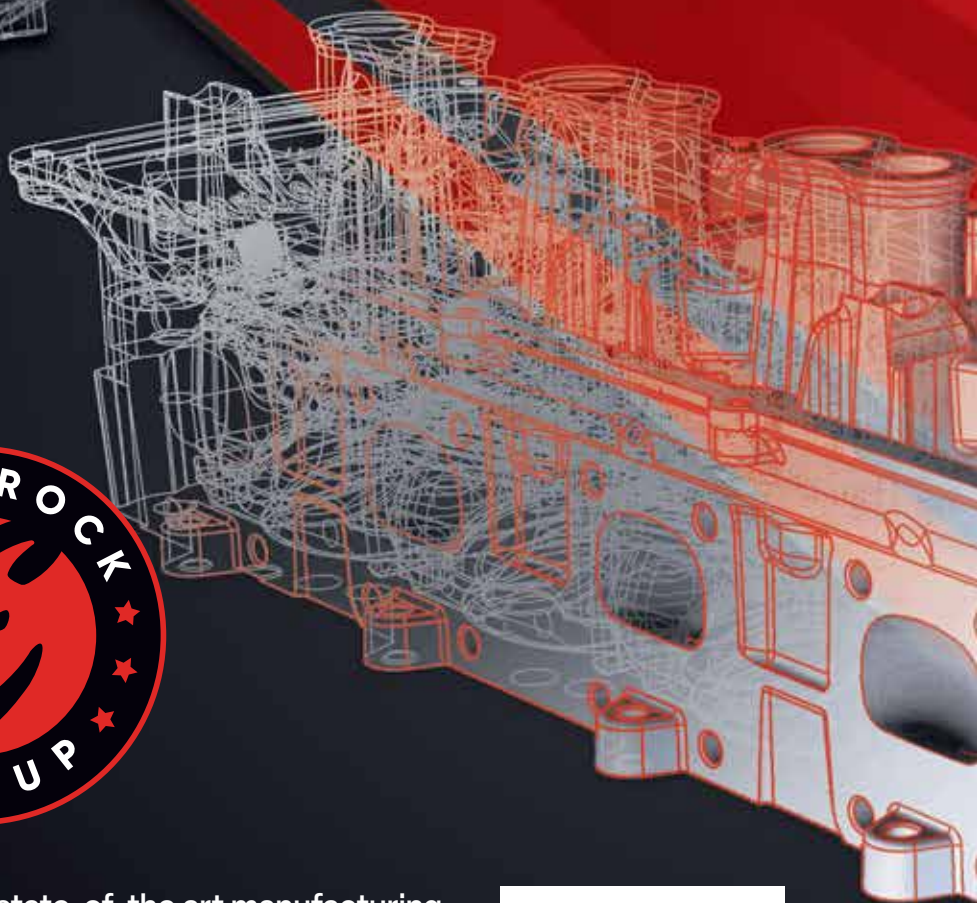
- *Constructed from 4340 non-twist steel forgings for durability and strength*
- *Tolerances held to exacting standards for high quality*
- *Lightening holes in rod journals reduce crankshaft inertia and increase acceleration*
- *Nitride heat treatment with micro-polished journals*



LUNATI SIGNATURE SERIES CRANKSHAFTS

As the premium line of cranks offered by Lunati, Signature Series Crankshafts are the strongest you will find for your engine. The specialized non-twist, 4340 forged steel construction comes completely profiled and detailed to our racing specs. Many design features, such as gun-drilled mains, lightened rod journals, micro-polished journals, and a windage-reducing contoured wing counterweight profile, make the Signature Series the best choice for serious racers.

- *All rod journals have drilled lightening holes, reducing the inertia weight of the crankshaft*
- *All journal radius are ground to .125"; roundness of each journal is .0001" or less*
- *Pulsed plasma nitride heat treated for increased strength and durability*
- *Micro-polished journals*



With a commitment to innovation, state-of-the art manufacturing, superior quality and exceptional customer service, the Edelbrock Group brands provide the best aftermarket performance products in the world. The newly formed Edelbrock Group is comprised of some of the most iconic designers, manufacturers and distributors of performance parts for the automotive aftermarket – Edelbrock, COMP Cams, FAST, TCI, Russell and Lunati.



edelbrockgroup.com

©2023 EDELBROCK GROUP • PART # EG5-2024