Edelbrock®

LS PERFORMANCE PRODUCTS

GEN III VS. GEN IV

TECH TIP

The Gen III & Gen IV engines are very similar, and maintain the same general architecture. The Gen IV engine is really an enhancement of the Gen III, vs. a complete redesign. Many of the components are interchangeable between the two engines. The easiest ways to identify which engine series you are looking at is by noting these key features:

	GEN III	GEN IV
Knock Sensor Location	Engine valley	Side of block
Intake Port Shape	Cathedral only	Cathedral or rectangle
Cam Sensor Location	Rear of engine valley	Front timing cover
Throttle Body Type	3-bolt, cable or electronic	4-bolt, electronic only

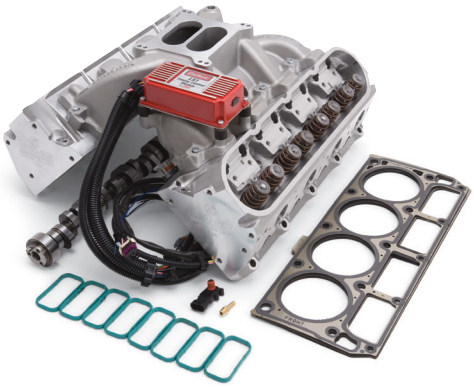
THE KEY TO SELECTING THE RIGHT EDELBROCK COMPONENTS

Edelbrock offers an exciting line of products to get the performance you want from your LS Series engine. Selecting the proper Edelbrock components for your engine can mean the difference between a successful engine build, and a pile of incompatible parts. When selecting an Edelbrock intake, cylinder head, camshaft, water pump, supercharger or timing set, be sure to read the "LS Basics" at the top of each page, and ask the question... Is this the proper selection for my engine?

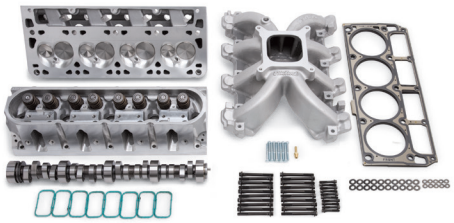
LS BASICS: ENGINES

The Gen III Chevrolet small-block engine was first introduced in 1997 as the power plant for the new C5 Corvette. Designated the LS1, this engine displaced 5.7L, sported an aluminum block and heads, and shared nothing with its second generation, small-block, predecessor. It had a 3.898" bore with a 3.62" stroke, featured a deep skirted, 6-bolt main block, and maintained traditional (OHV) overhead valve, cam in block architecture. Another unique feature of this engine is that it had no distributor. Individual coils, located directly above each spark plug, supplied the necessary spark energy. Rated at 345 HP, with a 10.1:1 compression ratio, this engine represented a significant advance in efficiency over the Gen II small-block.

The Gen III architecture was eventually used in all GM V8 applications, appearing in 1999 model year trucks, with an iron block variant. Displacement ranged from 4.8L to 6.0L. The last Gen III engines used in U.S. vehicles were in the 2004 model year, with the flagship engine being the 5.7L LS6, in the Z06 Corvette and Cadillac CTS-V, which was enhanced over the LS1 via higher 10.5:1 compression, higher flowing cylinder heads and manifold, and a more aggressive camshaft. Other Gen III engine designations include: LQ4, LQ9, LR4 and many more. In 2005, the 4th generation, or Gen IV engine was introduced. Variants of this engine include the LS2, LS3, LS7, L92, L76, LSA, LS9 and many more.



Power Package Top End Kit #2080



Power Package Top End Kit #2083

POWER PACKAGE TOP END KITS

- ***All-in-one-box convenience and "no guesswork" performance with just about everything you need to top off your engine***
- ***Increased horsepower and torque for your LS transplant***
- ***Enables your LS transplant engine to be used with AVS or Performer Series carburetors***
- ***Kits include: E-CNC heads, Performer RPM or Victor Jr. intake, Rollin' Thunder camshaft, ready-to-run electronics, gaskets and hardware***

KIT PART#	INTAKE MANIFOLD	CYLINDER HEADS	CAM(A)	TIMING CHAIN	HEAD BOLT KIT	INTAKE BOLT KIT	GASKET SETS
#2080	#7118	#79949	#2218	#7343	#8596	#8515	#7388
#2081	#2908	#79949	#2219	#7343	#8596	#8515	#7388
#2082	#71187	#79949	#2218	-	#8595	#8515	#7387
#2083	#29087	#79949	#2219	-	#8595	#8515	#7387

RPM for LS1 engines 1997-04 with satin finish (includes timing control module) ● ..... **2080** (A)
Timing control module offers a choice of several built-in timing curves.

Victor Jr. for LS1 engines 1997-04 with satin finish (includes timing control module) ●● ..... **2081** (A)
Timing control module offers a choice of several built-in timing curves.

RPM for LS2 engines 2005-09 with satin finish (without timing control module) ● ..... **2082** (A)
Requires timing control module for LS2 58x or 24x ignitions.

Victor Jr. for LS2 engines 2005-09 with satin finish (without timing control module) ●● ..... **2083** (A)
Requires timing control module for LS2 58x or 24x ignitions.

Important Installation Notes: *(A) These kits do not include lifters.*

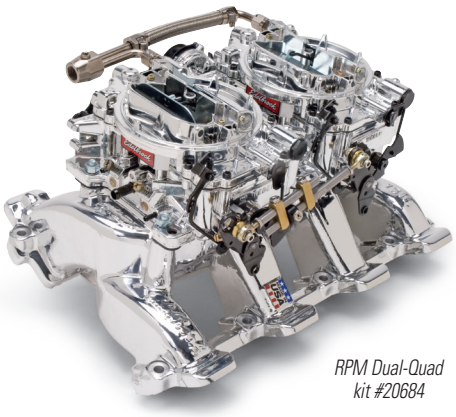
LS1/LS2 RPM DUAL-QUAD MANIFOLD AND CARB KITS

- ***Includes RPM Air-Gap dual-quad intake and two 500 cfm Thunder Series AVS carbs, progressive throttle linkage and fuel inlet***
- ***Available with as-cast or bright EnduraShine finish***
- ***Includes Timing Control Module*** *(for 24x only, 58x requires MSD #6012 ignition controller)*

Description	Part #
LS1/LS2 RPM Dual-Quad Manifold and Carb Kit with satin as-cast ●	**2068****
RPM Dual-Quad Manifold and Carb Kit with EnduraShine finish ●	**20684****

KIT PART #	INTAKE MANIFOLD	CARBURETORS ELECTRIC	CARBURETORS MANUAL	THROTTLE LINKAGE	FUEL LINE	INTAKE GASKETS	INTAKE BOLT KIT	CARB STUD KIT
#2068	#7518	#1803	#1804	#7094	#8091	-	-	#8008
#20684	#75184	#18034	#18044	#7094	#8091	-	-	#8008

*** Will fit any Gen III or IV cathedral port engine with 24x reluctor*



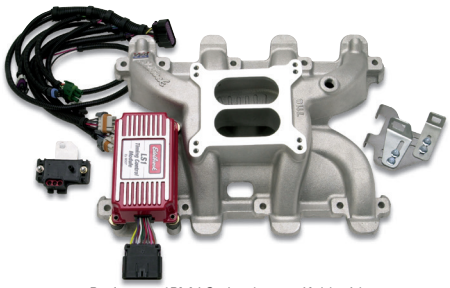
RPM Dual-Quad kit #20684

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

LS BASICS: INTAKE MANIFOLDS

Intake manifolds for the Gen III & IV engines came in 3 basic port configurations. Gen III engines all had what is referred to as the cathedral port, due to its narrow shape and peaked roof, resembling a cathedral tower. This configuration was also used on some Gen IV engines, such as the LS2, and all 4.8L and 5.3L truck engines. Gen IV engines of 6.0L displacement and larger (except for the LS2), all featured a rectangular shaped intake port. The LS7 engine also has a rectangular shaped intake port, but it is slightly different in shape, and raised, vs. the standard rectangle port.

In addition to the three port styles mentioned above, the factory Gen III & Gen IV intakes come in 2 basic configurations: low profile car manifolds, and tall truck manifolds. The last notable difference in the intake manifolds is the throttle body flange. All Gen III engines used a three bolt throttle body, while Gen IV engines used a four bolt pattern for the throttle body.

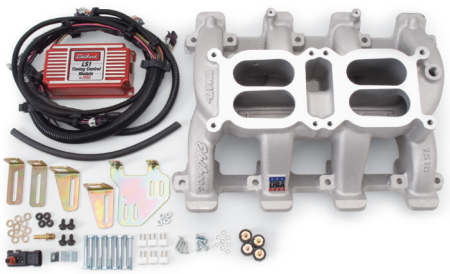


Performer RPM LS1 Intake manifold with Timing Control Module #7118

PERFORMER RPM CATHEDRAL PORT INTAKE FOR CARBURETED CONVERSIONS

- ***Offers maximum power and a broad torque curve from 1500 to 6500 rpm***
- ***Includes a wiring harness and unique electronic Timing Control Module (24x) made by MSD® which works with OE sensors to fire the Coil-On-Plug Ignition system and offers a choice of six timing curves***
- ***Features a special throttle & trans bracket that works with 700R-4, 2004-R and Turbo 350 transmissions***

Description	Part #
Performer RPM Gen III cathedral port with Timing Control Module (non-EGR) 🟡	**7118**
Performer RPM Gen III cathedral port intake manifold only (non-EGR) 🟡	**71187**
Timing Control Module (for 24-tooth crank trigger)	**91238**

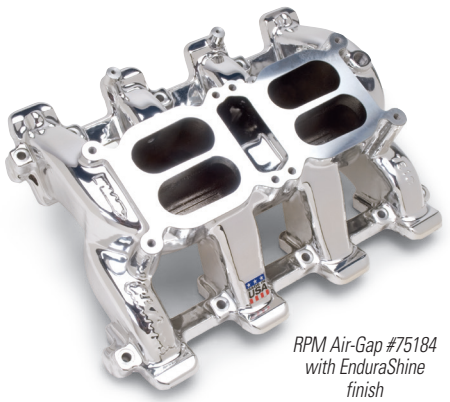


RPM Air-Gap Dual-Quad Kit #7518

RPM AIR-GAP DUAL-QUAD LS INTAKES

- ***Delivers outstanding performance from 1500-6500 rpm***
- ***#7518 includes an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-On-Plug Ignition system (24x)***
- ***#75184 includes the same features as #7518 with our unique EnduraShine finish***

Description	Part #
RPM Air-Gap Dual-Quad for Gen III cathedral port with Timing Control Module (non-EGR) 🟡	**7518**
RPM Air-Gap Dual-Quad for Gen III cathedral port manifold only (no electronics) 🟡	**75187**
RPM Air-Gap Dual-Quad LS1 for Gen III cathedral port with Timing Control Module and EnduraShine finish (non-EGR) 🟡	**75184**
Timing Control Module (for 24-tooth crank trigger)	**91238**



RPM Air-Gap #75184 with EnduraShine finish

PRO-FLO XT LS EFI

- ***Engineered with a large plenum, cathedral ports and tapered runners to deliver maximum horsepower and broad torque band throughout the 1500-7000 rpm range***
- ***Features include 90mm throttle bore opening***
- ***This manifold produced 30 more horsepower over a stock LS6 manifold at 6500 rpm***

Description	Part #
Pro-Flo XT Gen III cathedral port (3-bolt throttle body) 🔴🟡	**7139**
Pro-Flo XT Gen III cathedral port with black powder coated finish (3-bolt throttle body) 🔴🟡	**71393**
Pro-Flo XT Gen IV cathedral port (4-bolt throttle body) 🔴🟡	**7140**
Pro-Flo XT Gen IV cathedral port with black powder coated finish (4-bolt throttle body) 🔴🟡	**71403**
Fuel Rail Kit for LS Series	**3629**
60 lb/hr Fuel Injectors (set of 8)	**3686**

Pro-Flo XT LS2 #71403

Important Installation Notes: *LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msdperformance.com. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*

PRODUCT EMISSIONS GUIDE

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

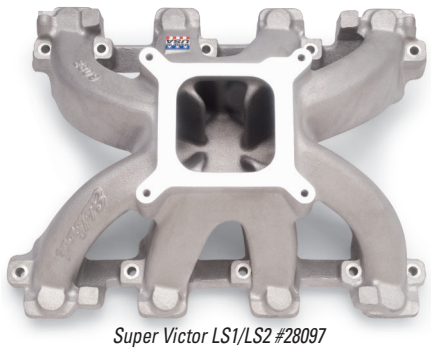
PLEASE REFER TO **BACK COVER** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Victor Jr. LS1 #2908 with timing module

VICTOR JR. CATHEDRAL PORT INTAKES

- *Operating range of 3500-7500 rpm, this high-rise single plane intake is capable of supporting up to 600 hp*
- *Available in carbureted and EFI applications*
- *Carbureted version accepts a square bore carburetor and comes with an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system*
- *Includes a throttle bracket designed to work with 700R-4, 200R-4 and Turbo 350 transmissions*

Description	Part #
Victor Jr. cathedral port carbureted intake manifold and timing control module ●●	**2908**
Victor Jr. cathedral port carbureted intake manifold only ●●	**29087**
Victor Jr. cathedral port EFI intake manifold only ●●	**29085**
Victor Jr. cathedral port EFI fuel rail kit (standard injectors with stands)	**3638**
Timing Control Module (for 24-tooth crank trigger)	**91238 (A)**



Super Victor LS1/LS2 #28097

SUPER VICTOR CATHEDRAL PORT

- *Designed for carbureted or competition EFI for GM cathedral port in the 3500-8000 RPM range*
- *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. intake, and the port exits are 1.08" x 2.74"*
- *Optional Timing Control Module #91238 to drive the stock Coil-on-Plug ignition system. Some LS2 applications require MSD's #6012 LS2 ignition controller (available through MSD Performance)*
- *Super Victor EFI 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.*

Description	Part #
Super Victor cathedral port manifold (for use with carburetor) ●	**28097**
Super Victor cathedral port EFI manifold ●	**28095**
Timing Control Module (for 24-tooth crank trigger)	**91238(A)**
Victor Jr. cathedral port EFI fuel rail kit (standard injectors with stands)	**3638**

Installation Notes: *#28095 and #28097 uses* ***Fel-Pro #1312-3****, and #28097 uses LS1/LS6 style individual port o-ring seals.*

Fuel rail kit #3638

SUPER VICTOR LS3

- *Designed for Gen IV LS engines equipped with LS3/L92 rectangular port cylinder heads, these intake manifolds are ideal for building a 700+ hp carbureted or EFI large displacement racing engine operating between 3,500 - 7,500 rpm.*
- *These manifolds are designed with 24% larger runners than our Victor Jr. #28457 along are available with a larger 4500 style carb flange*
- *Ideal for nitrous and forced induction applications*
- *Available with a 4150 or 4500 series carburetor flange*
- *The Super Victor 4500 series manifolds can accommodate bores up to 2.25". Super Victor #28215 and #28265 include machined fuel injector bosses.*

Super Victor LS3
Carbureted #2821

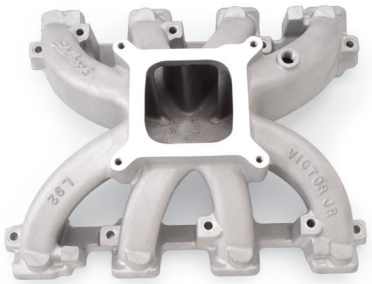
Description	Part #
Super Victor LS3 carbureted manifold for 4500 series carbs ●	**2821**
Super Victor LS3 EFI manifold for 4500 style throttle bodies ●	**28215**
Super Victor LS3 Carbureted Manifold for 4150 series carbs ●	**2826**
Super Victor LS3 EFI manifold for 4150 style throttle bodies ●	**28265**
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 #3863 or #38633.*
Fuel Rail Recommendations: *Use Edelbrock fuel rail kit #3655.*
Installation Notes: *Uses LS3/L76/LS92 style individual port o-ring seals GM PN19256623.*

IN TESTING...

When tested on our 410 c.i.d. engine, the new Super Victor LS3 #2821 prototype made 750 hp @ 7,500 rpm for an improvement of 24 hp over the leading competitors design.

Note (A): *Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; some LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msdperformance.com. LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (58x) cam sensor is mounted in the timing cover and is gray in color.*



Victor Jr. manifold #28457

VICTOR JR. RECTANGLE PORT INTAKES (3500-7500 RPM)

- *Designed for Gen IV LS engines equipped with L92 cylinder heads with rectangle ports*
- *Available in carbureted or EFI versions*
- *Features a standard square-bore 4150 carb style flange that is compatible with Edelbrock EFI intake elbows*

Description	Part #
Victor Jr. rectangle port carbureted manifold only 🔴🟡	28457
Victor Jr. rectangle port EFI manifold only 🔴🟡	28455
Victor Jr. rectangle port EFI fuel rail kit (standard injectors with stands)	3638

THROTTLE BODY INTAKE ELBOWS

- *Adapts Gen III and IV throttle bodies to EFI manifolds with traditional square-bore mounting pads*
- *Can be mounted forward, backward, or sideways on Victor EFI square-bore manifolds*
- *Available as-cast or with black powder coated finish for the ultimate custom look*

Low profile elbow #3848

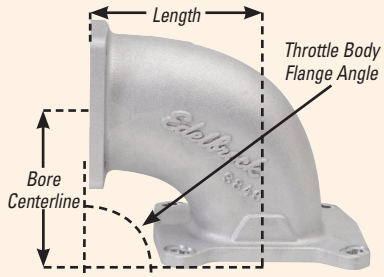
Throttle body intake elbow #3847

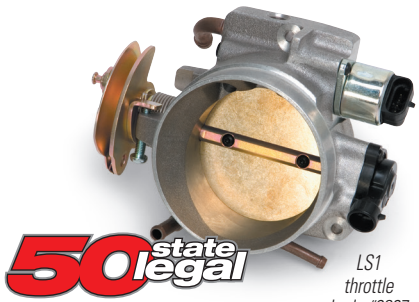
Description	Satin Finish	Black Finish
Ultra low profile (up to 90mm throttle body to square-bore flange) 🔴	3847	38473
Low profile (up to 90mm throttle body to square-bore flange) 🔴	3848	38483
High Flow (up to 90mm throttle body to square-bore flange) 🔴	3849	38493
Throttle body gasket for 90mm throttle body	3813	

Edelbrock throttle bodies are manufactured in the USA for unsurpassed quality.

INTAKE ELBOW DIMENSIONS

Part No.	Length	Bore Centerline	Overall Height	Throttle Body Flange Angle
#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°





E.O. Number D-215-75

LS1 throttle body #3867

CAMARO V8 THROTTLE BODIES

- *Designed to fit factory plenum with no modifications*
- *Cast, fully machined, and assembled by Edelbrock using all new components*
- *50-state street legal — E.O. Number D-215-75.*

Throttle Body Gasket #3813

Description	Part #
LS1 V8 80mm Throttle Body (for 1997-99 Camaro/Firebird) 🟢	3867
LS1 V8 80mm Throttle Body (for 2000-02 Camaro/Firebird) 🟢	3868

VICTOR LS SERIES RACING THROTTLE BODIES

- *Designed for modified Gen III-IV engines, each unit is electronically adjusted to set the butterflies and throttle position sensors*
- *Increases flow and horsepower in high-performance street or competition applications*
- *Includes new throttle position sensors that are factory-set and ready to go*

Victor throttle body #38643

Description	Part #
Victor 90mm Throttle Body 🔴🟡	3864
Victor 90mm Throttle Body (black powder coated) 🔴🟡	38643
Victor 90mm Throttle Body without IAC or TPS 🔴🟡	38640

PRODUCT EMISSIONS GUIDE

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

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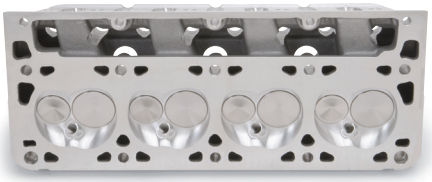
E-CNC CYLINDER HEADS

LS BASICS: CYLINDER HEADS

As mentioned in the intake section, there are two basic intake port configurations. This same logic carries over to the cylinder heads as well. As stated, all Gen III engines had cathedral port heads, while Gen IV engines where made with cathedral, rectangle and raised rectangle port configurations. Within the three port configurations there are different variants of cathedral and rectangle port heads which feature different valve materials, port flow specs, and casting processes. The LS7 cylinder head was only made in one rectangle port configuration. In addition to these stock cylinder head configurations, there are also custom racing variations, such as the Edelbrock LS-R head. This head can be configured with a unique raised port design, via custom CNC porting. Edelbrock LSX cylinder heads feature bolt bosses for compatibility to GM LSX Series engine blocks.

E-CNC 215 #79949



50 state legal

E.O. Number D-215-70

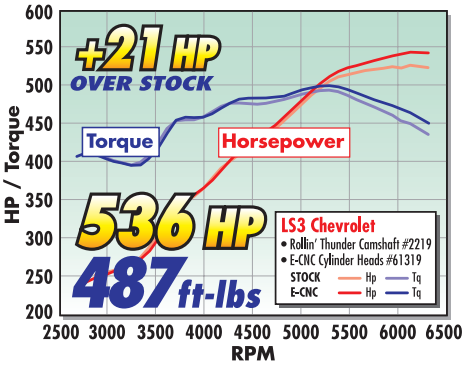
E-CNC 215 CATHEDRAL PORT CYLINDER HEADS

- *Designed for 1997 & later GEN III & IV Chevy engines including 4.8L, 5.3L, 5.7L & 6.0L*
- *All E-CNC heads feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved air-flow*
- *Dyno tests proved these heads produced 536 hp and 457 ft-lbs. of torque*
- *High-quality conical beehive springs are secured with steel retainers and valve locks for performance up to .600" valve lift*
- *Match with any one of Edelbrock's LS series intake manifolds and camshafts for a dyno-proven performance combination*
- *E-CNC 215 heads are 50-state street legal — E.O. Number D-215-70*

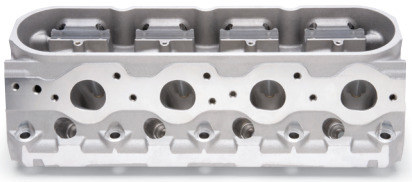
DESCRIPTION	INTAKE PORT VOLUME	CHAMBER VOLUME	VALVE SIZES INTAKE/ EXHAUST	MAX. LIFT	EXHAUST PORT VOLUME	VALVE SPRING DIAMETER	BARE (SINGLE)	COMPLETE (SINGLE)
E-CNC 215, Gen 3&4 LS1/LS2 ●	215cc	65cc	2.02" / 1.57"	0.600"	76cc	1.30"	79939	79949
Rocker Stud Bolt Kit							8597	—
Valley Cover							7788	—

E-CNC LS3

Our E-CNC LS3 cylinder heads are a great general-purpose high performance cylinder head for any street- strip LS engine. These cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral or rectangle port with 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 LS7 rocker arms. LSX version available to match with GM LSX engine blocks with 6 head bolts.



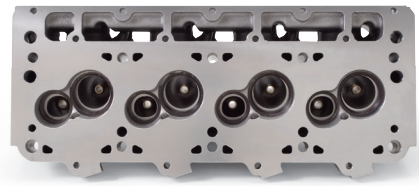
- *Can be used with both 4 and 6 bolt per cylinder blocks*
- *Features an exhaust port that has been raised 0.125" as well as raised spring pockets that have been machined 0.200" for use with longer valves*
- *The valve angle has been rolled to 13.25° and the spark plug position has also been changed for improved combustion and efficiency over a stock head*
- *Pro-Port Raw versions are available for custom porting applications*



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

DESCRIPTION	INTAKE PORT VOLUME	CHAMBER VOLUME	VALVE SIZES INTAKE/ EXHAUST	MAX. LIFT	EXHAUST PORT VOLUME	VALVE SPRING DIAMETER	BARE (SINGLE)
E-CNC 230 ●	230cc	69cc	2.135" / 1.55"	0.680"	80cc	1.30"	61319
E-CNC 230 LSX ●	230cc	69cc	2.135" / 1.55"	0.680"	80cc	1.30"	61329

LS1 Gen III Pro-Port head #61989



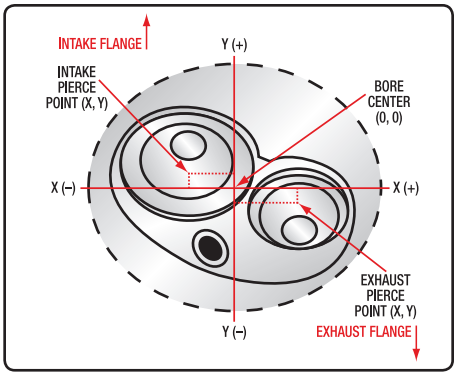
LS-R Pro-Port head #770469

PRO-PORT RAW CYLINDER HEADS

- *Unported versions of race-winning Edelbrock Victor Series CNC heads for the professional cylinder head porter and engine builder*
- *Extra wall thickness for custom CNC porting*
- *Valve guides included, not installed*
- *LS-R head designed for use on GM LSX block and are HIP processed to provide extreme durability*
- *LS3/LS7-LSX heads are also designed for GM LSX block with added cylinder head bolt bosses*

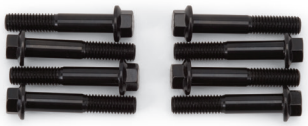
The Edelbrock LS-R cylinder head takes advantage of all the GM LSX performance engine block features with the addition of the true canted valve design for improved port flow and combustion efficiency. The head also uses the GM SB2 valve cover footprint required by the added width of the valve layout. The exhaust bolt pattern is stock but will ecomodate larger off-the-shelf headers.

USE THIS DRAWING TO DETERMINE VALVE PLACEMENT



Coordinates provided are for cylinders #1, #3, #6, #8. Invert the "X" value for cylinders #2, #4, #5, #7.

DESCRIPTION	UNFINISHED CHAMBER SIZE	PART #	HIP'D	VALVE ANGLE	INTAKE PORT ENTRY	EXHAUST PORT EXIT	MAXIMUM VALVE SIZES INTAKE / EXHAUST	VALVE PIERCE POINTS (X,Y) (A) INTAKE	VALVE PIERCE POINTS (X,Y) (A) EXHAUST	VALVE SPACING	VALVE SEATS	VALVE GUIDES
LS1 Gen III ●	38cc	61989	N	15°	0.82" x 2.80"	1.41" x 1.02"	2.08" / 1.64"	(0.820", 0.010")	(-1.090", 0.010")	1.910"	installed	included
LS1 Gen III ●	38cc	619869	Y	15°	0.82" x 2.80"	1.41" x 1.02"	2.08" / 1.64"	(0.820", 0.010")	(-1.090", 0.010")	1.910"	included	included
LS1 Gen III ●	38cc	61999	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"	included	included
Victor Jr LS3 ●	-	77339	N	15°	1.00" x 2.37"	1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017")	(1.156", 0.017")	2.010"	included	included
Victor Jr. LS3-LSX ●	-	77349	N	15°	1.00" x 2.37"	1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017")	(1.156", 0.017")	2.010"	included	included
Victor Jr. LS7 ●	-	77369	N	12°	1.08" x 2.47"	1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017")	(1.205", 0.017")	1.969"	included	included
Victor Jr. LS7-LSX ●	-	77379	N	12°	1.08" x 2.47"	1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017")	(1.205", 0.017")	1.969"	included	included
LS-R ●	25cc	770469	Y	5.6° x 2°	1.32" x 1.97"	1.55" x 1.30"	2.25" / 1.68"	(0.652", 0.448")	(-1.178", -0.238")	-	none	included



#8597

CYLINDER HEAD BOLTS AND STUDS

Description	Part #
LS Gen IV head bolt kit	8595
LS Gen III head bolt kit	8596
LS Gen III rocker bolt kit	8597

Valve springs #5768

Valve retainers #9707

CYLINDER HEAD SPRINGS AND RETAINERS

Description	Part #
LS valve springs for Edelbrock cylinder heads	5768
LS valve spring retainers for Edelbrock cylinder heads	9707

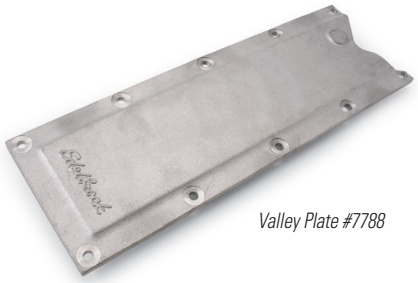
LS BASICS: ELECTRONICS

24X, 58X, 2X, 4X, what does it all mean? LS engines utilize individual coils, with no distributor, it is vital that the ECU knows where each piston and valve is at all times. It does this by monitoring the position of the crankshaft, and camshaft. Each employs a trigger wheel and a magnetic pick-up to generate a signal. The number of teeth on the trigger wheels differs from early engines to later ones. All Gen III and some very early Gen IV engines utilize a 24 tooth (24X) crank trigger wheel and a single tooth cam trigger, which is referred to as a 2X since it uses both the leading and trailing edge of the tooth to generate a signal. Most Gen IV engines with the exception of the 2005 Corvette LS2 engine and 2005-06 GTO LS2 engines, use a 58 tooth (58X) wheel on the crank and a two tooth trigger on the cam gear, referred to as a 4X, as it too utilizes both the leading and trailing edge to generate its signal. This is important when selecting aftermarket camshafts, as well as timing gear sets. All Edelbrock camshafts can be used to trigger both rear mount Gen III cam sensors, as well as front mount 2X or 4X Gen IV sensors, when paired with the proper Edelbrock timing gear set.

PRODUCT EMISSIONS GUIDE

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

PLEASE REFER TO **BACK COVER** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Valley Plate #7788

GEN III VALLEY PLATE

(WITH KNOCK SENSOR DELETE)

- *Cast aluminum plate for use on 1997-2004 GM Gen III engines that have been converted from EFI to carbureted setups*
- *Includes unmachined breather boss*

Description	Part #
Gen III valley plate	7788

Intake Manifold Bolt Kit #8515

LS INTAKE MANIFOLD BOLTS

- *Designed especially for Edelbrock manifolds*

Description	Part #
Chevy LS (M6 x 1.0 x 45mm)	8515

Throttle and Trans Bracket #8029

THROTTLE, CRUISE AND TRANS BRACKET

- *Designed for carbureted applications*

Description	Part #
Throttle bracket (700R-4, 7004-R and TH350)	8029

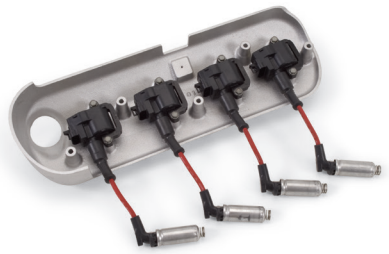
HIGH PERFORMANCE BREAK-IN OIL

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.

Description	Part #
Premium SAE 30 Break-In Oil (Single 1 qt.)	1070
Premium SAE 30 Break-In Oil (Case 12 qts.)	1080

LS1 COIL COVERS

- *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 hood custom appearance*
- *These covers are drilled to accept GM #12558948 coil packs*
- *Will not fit stock vehicles*



Description	Part #
LS1 Coil Covers with as-cast finish	4118
LS1 Coil Covers with black powder coat finish	41183
LS1 Coil Covers with polished finish	41181

LS coil covers #4118

LS coil covers #41183

LS coil covers #41181

WHAT IS VVT?

TECH TIP

VVT stands for variable valve timing. Some Gen IV engines are equipped with this feature. VVT engines use an electronic solenoid to divert oil pressure to engage an actuator that can shift the camshaft several degrees in the advanced or retarded position. Engines equipped with VVT cannot accept a conventional Edelbrock LS camshaft, unless the VVT functionality is to be disabled, and it is paired with a new 4X timing set.

Hydraulic roller cam #2218 with optional valve springs #5768 and retainers #9707

LS BASICS: CAMSHAFTS

All factory Gen III camshafts employ what is referred to as a 2X trigger pattern on the back of the camshaft. The aforementioned rear mounted cam position sensor, equipped on the Gen III engines, picks up this signal, to communicate camshaft position to the engine control unit (ECU). Gen IV engines have the trigger pattern located on the front camshaft timing gear, and it can have either the 2X or 4X trigger pattern, depending on the model year. This is picked up by the sensor mounted on the front timing cover. The 2X pattern, front timing gear, was only equipped on 2005 Corvette LS2 engines, as well as 2005-06 GTO LS2 engines. Additionally, All Gen III engines utilize three bolts to attach the camshaft timing gear to the camshaft, while the Gen IV engines utilize either three bolts, or a single bolt for attachment. This is important to note when selecting a new camshaft for your engine build. All Gen III camshafts can be installed in any Gen III or Gen IV (non VVT) engine, provided that the proper gear is utilized. A Gen IV camshaft cannot be installed in a Gen III engine, as it will not have the rear mounted trigger pattern. All Edelbrock camshafts are built to mimic the Gen III configuration because of their universal nature.

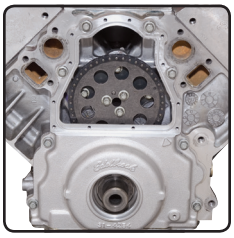
LS SERIES VALVETRAIN COMPONENTS

- *3-bolt design*
- *Driveability – Produces great sounding idle while providing sufficient vacuum at idle to support power accessories*
- *Rollin' Thunder camshafts feature more aggressive lift profiles without excessive valve overlap that can compromise low rpm drivability*

Edelbrock ROLLIN' THUNDER

APPLICATION	PART #	DURATION @ .050 INT / EXH	LIFT @ VALVE INT / EXH	LOBE SEPS.	INTAKE CENTER LINE	VACUUM	OPTIONAL VALVE SPRINGS	CAM FEATURES
LS1/LS6 (1997-04 Gen III) ●	2215	220° / 220°	.510" / .510"	111°	108°	12"	#5768	This camshaft works great when matched w/ Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 430 HP / 420 ft.-lbs. of torque. (D)
LS1/LS6 (1997-04 Gen III) ●	2216	230° / 237°	.540" / .540"	110°	106°	10"	#5768	This camshaft works great when matched with Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 460 HP / 424 ft.-lbs. of torque. (D)
LS1/LS6 (1997-04 Gen III) ●	2218	207° / 220°	.573" / .580"	118°	119.5°	16"	#5768	This camshaft works great when matched w/ Pro-Flo XT EFI system #3529 & E-CNC 215 cylinder heads #79949; this combo produces 494 HP / 439 ft.-lbs. of torque. (D,F)
LS1/LS6 (1997-04 Gen III) ●●	2219	230° / 243°	.631" / .631"	114°	113°	14"	#5768	This camshaft works great when matched with Pro-Flo XT EFI system #3529 and E-CNC 215 cylinder heads #79949; this combo produces 536 HP / 457 ft.-lbs. of torque. (D,F)

Important Footnotes: *Complete Valve Spring Kits available from Edelbrock, see web site for listings. (D) Use with high stall torque converter only. (F) Will not work with stock valve springs.*



Two-Piece Timing Cover #4254 Installed with Cover Removed

2-piece Timing Cover #4254

2-PIECE ALUMINUM TIMING COVERS

EXCLUSIVE QUICK-CHANGE DESIGN!

- *These two-piece aluminum front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components*
- *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 compatible with double chain applications*

Description	Part #
Timing Cover (for LS1 and early model trucks with rear mounted cam sensor)	4254
Timing Cover (LS2 and later model trucks with front mounted cam sensor with hole) only works when chain damper is not installed	4255

LS RPM-LINK TIMING CHAIN SETS

ADJUSTABLE TRUE-ROLLER CHAIN SET

- *Made from induction hardened billet steel*
- *Quick timing adjustments plus/minus 6° with a hex wrench*
- *Will fit LS3 blocks with a 3-bolt camshaft*

Description	Part #
LS1 and LS6 (1997-04, 24x) ●●	7343
LS7 (2005-later, 58x) ●●	7344

Timing Chain Set #7343

PRODUCT EMISSIONS GUIDE

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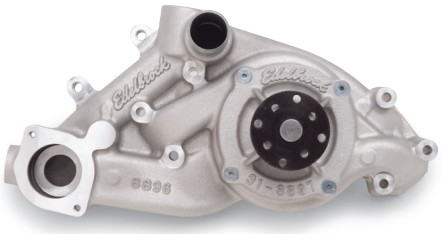
PLEASE REFER TO **BACK COVER** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock water pumps are manufactured in the USA for unsurpassed quality.



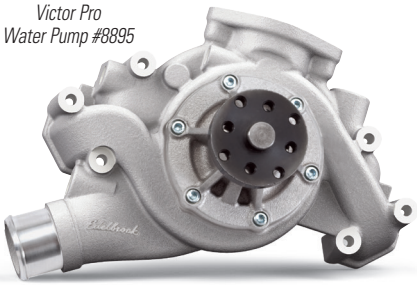
Water pump #8896

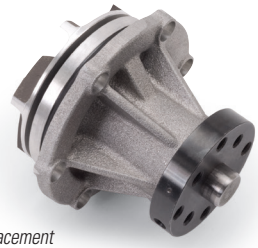
Water pump #8896 with #8898 pulley

#8897

#8898

Victor Pro Water Pump #8895





Victor Pro Replacement Cartridge #8828

LS BASICS: WATER PUMPS & ACCESSORY DRIVES

Gen III and Gen IV normally aspirated engines have been configured with five different accessory drive configurations, spaced at one of three belt offsets (distance from block to serpentine belt). The five configurations are referred to as:

1. Corvette configuration (closest offset)
2. CTS-V configuration (closest offset, LS2)
3. F-Body / GTO configuration (middle offset distance)
4. Truck configuration (furthest offset)
5. 2010-later Camaro configuration (furthest offset)

As you can infer from the list above, the Corvette and CTS-V utilize the same belt offset, with different accessory placement. The same holds true for the truck and 2010 Camaro configurations. This is important when selecting Edelbrock's universal LS supercharger kits.

In addition to the above, there are also four different water pumps that came on these engines. The first variant is the truck water pump. This has the outlet on top. Second is the Gen III car pump, which has the passenger side, forward facing outlet, and utilizes the one piece thermostat. Third is the Gen IV pump with passenger side, forward facing outlet, and two piece thermostat. Last is the Gen IV pump with Driver's side, forward facing outlet, and two piece thermostat. Important to note is that in addition to the one piece vs. two piece thermostat, the Gen III & Gen IV passenger side outlet pumps, also have different tensioner mounting offsets, so they are not interchangeable.

Edelbrock Victor Series water pump #8896 is a counter-clockwise rotation, direct replacement for the Gen III car pump, but utilizes the newer, two-piece, replacement thermostat. The Edelbrock Victor Pro Series water pump #8895 is a clockwise rotation, custom unit, designed for race engines, with completely unique inlet and outlet configurations to facilitate common race accessory drives and radiators.

VICTOR SERIES WATER PUMP

16.5% MORE FLOW FOR LS1 ENGINES

- ***Center section contains hub, bearing, seal & proprietary 6-vane Edelbrock impeller***
- ***15% more flow @ 1200 RPM & 16.5% more flow @ 3900 RPM***
- ***Two-piece design for quick front end service***
- ***Accepts 2004 and later 2-piece GM thermostat (GM PN 12600172)***
- ***Water Pump Pulley and Water Pump Replacement Cartridge also available***

GM/LS

- ***Fits 1997-2005 GM Gen III car engines with 2004 and utilizes later two-piece thermostat (GM PN 12600172)***
- ***Features a 3/4" ball/ball bearing and measures 6" from the block surface to hub***
- ***#8898 Pulley not included and is a universal design and manufactured from hard anodized billet aluminum which features a stock diameter and requires a 3/4" pilot shaft***
- ***Works with both Corvette and F-Body/GTO offset***

Description	Part #
Two-Piece Pump for GM Gen III LS (satin aluminum)	**8896**
Replacement Cartridge for Edelbrock Two-Piece GM LS water pump (satin aluminum)	**8897**
Billet Pulley for Gen III Water Pumps (black finish, 5.850" diameter)	**8898**

Important Installation Note: *Not compatible with stock clutch fan or 2008-later C6 Corvette LS3, trucks or any Gen IV engines. Heater core fittings are threaded: 1 3/8"-18 NPSF and 1 1/2"-14 NPSF.*

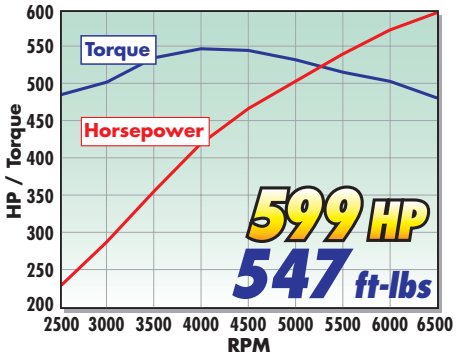
VICTOR PRO SERIES RACING WATER PUMPS

- ***Designed for high output racing engines, especially dirt late model and circle track applications***
- ***Features a two-piece cartridge style design for easy maintenance and improved performance***
- ***Includes 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***
- ***It measures 6" from block surface to hub and features a relocated thermostat housing on the top***

Description	Part #
Victor Pro Two-Piece Water Pump for GM LS Engines (clockwise rotation)	**8895**
Replacement Cartridge for Edelbrock Victor Pro Water Pump	**8828**

VICTOR PRO SERIES DELIVERS…
+20% MORE OUTPUT WITH -10% LESS PARASITIC LOSS OVER A STANDARD WATER PUMP!

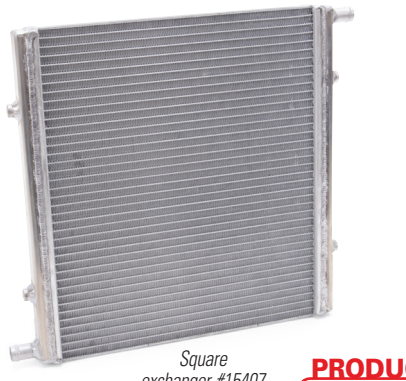
Edelbrock installed a Universal E-Force Supercharger System #1540 in Car Craft's 1965 El Camino test vehicle.



Universal System #1540

Universal Heat Exchanger #15405

Universal Heat Exchanger #15406



Square exchanger #15407

Universal System #1540

UNIVERSAL SUPERCHARGER SYSTEMS FOR GM LS ENGINE SWAPS

- ***Designed for street rods and muscle cars with GM LS engine swaps***
- ***Features 12" long runners for maximum low end torque and great driveability***
- ***These systems are capable of producing 599+ flywheel horsepower and 547+ ft-lbs. of torque on a stock LS3***
- ***Edelbrock E-Force systems are designed to provide instant and reliable horsepower with low boost for minimum stress on the engine***

BLOCK TYPE	CYLINDER HEADS TYPE	BELT OFFSET	WITH TUNER	WITHOUT TUNER
Universal Systems for GM Gen III Engine Swap				
Gen III ●	Cathedral Port	Gen IV Camaro/GTO (1998-02)	–	15450
Gen III ●	Cathedral Port	Corvette	–	15460
Gen III ●	Cathedral Port	Truck (75mm 3-bolt throttle body)	–	15461
Universal Systems for GM Gen IV Engine Swaps				
Gen IV ●	Cathedral Port	Gen IV Camaro/GTO (1998-02)	–	15470
Gen IV ●	Cathedral Port	Corvette	–	15440
Gen IV ●	Cathedral Port	Truck (88mm throttle body)	–	15480
Gen IV ●	LS3/L92 Rectangular Port	Gen IV Camaro/GTO (1998-02)	–	15420
Gen IV ●	LS3/L92 Rectangular Port	Gen V Camaro/GTO (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

Important Installation Notes: *These systems require the use of a heat exchanger (sold separately) Included tune is for use with GM Parts LS Series Engine Control System #19258270.* ***Visit www.edelbrock.com/dimensions/univ for supercharger dimensions and measurements to ensure proper hood clearance.***

UNIVERSAL HEAT EXCHANGER KITS

Edelbrock offers a choice of four universal heat exchangers to work with the E-Force Universal Supercharger systems. These heat exchangers offer reliability and durable construction for high performance street applications.

#15405 is a full-face design that provides 31,000 btu/hr. of heat transfer. This exchanger is a single pass, single row, offset fin design with a 3/4" barbed inlet and outlet. It also features eight M6x1.0 threaded bungs, one at every corner, for easy installation.

#15406 is a compact single pass, two row design that provides 22,000 btu/hr. of heat transfer. It also features six M6x1.0 threaded bungs, two on the top and four on the bottom for ease of installation and a 3/4" barbed inlet and outlet.

#15407 is a single pass, single row design that features six, M6x1.0 threaded bungs, two on the right, two on the left and two on the bottom for ease of installation. Also includes a 3/4" barbed inlet and outlet on top and bottom for custom plumbing. This exchanger provides 22,000 btu/hr. of heat transfer.

#15408 is a dual pass, single row design that features four, M6x1.0 threaded bung, two on the right and two on the left for ease of installation. Also includes a 3/4" barbed inlet and outlet on one side for custom plumbing. Provides 55,000 btu/hr. of heat transfer.

Description	Part #
Universal Full-Face Heat Exchanger (Dimensions 22" W x 16.5" H x 1.5" D)	15405
Universal Compact Heat Exchanger (Dimensions 26.5" W x 5" H x 2.62" D)	15406
Universal Square Heat Exchanger (Dimensions 16" W x 16" H x 1.5" D)	15407
Universal Large Heat Exchanger (Dimensions 34" W x 14" H x 2.25" D)	15408

PRODUCT EMISSIONS GUIDE

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E-FORCE CAMARO SYSTEMS

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. The **optional 5 year or 100,000 mile warranty** is designed to give you peace of mind when installing the Edelbrock E-Force Supercharger system on your brand new Camaro SS.

E-FORCE SUPERCHARGER

COMPARISON CHART

	STAGE 1		STAGE 3	
FEATURES	**#1597**	**#1598**	**#1596/#1599**	**#15997**
LS3/L99 Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✔	✔	✔	✔
LS7 Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)				✔
Cast Aluminum Tensioner/Idler Brackets	✔	✔	✔	✔
Cast Aluminum Engine Valley Tray	✔	✔	✔	✔
Heavy Duty Automatic Belt Tensioner	✔	✔	✔	✔
Dual, High Capacity, Bar & Plate, Intercoolers	✔	✔	✔	✔
Full Face, Low Temp. Heat Exchanger for Intercooler System	✔	✔	✔	✔
Extruded Aluminum Fuel Rails with -6 AN lines	✔	✔	✔	✔
Custom Molded Intercooler Hoses with Quick Connect Fittings	✔	✔	✔	✔
Goodyear® Gatorback™ Serpentine Belt	✔	✔		
Electric Intercooler Water Pump	✔	✔	✔	✔
Intercooler Recovery Tank	✔	✔	✔	✔
Fuel Injectors (52 lb/hr)	✔	✔		
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✔	✔	✔	✔
High Flow Panel Air Filter for Stock Airbox	✔	✔		
Injection Molded, High Flow, Air Box Cover	✔	✔		
Edelbrock Aluminum Engine Covers	✔	✔		
Handheld Calibration Module, Preloaded With All Tunes	✔	✔		
Plug & Play, Electrical Harness & Installation Hardware	✔	✔	✔	✔
3.5" Supercharger Pulley		✔		
3.875" Supercharger Pulley	✔			

AUTOMATIC CONVERSION KIT

- *Ideal for shops and jobbers that don't want to stock both automatic & manual Camaro supercharger systems*
- *Includes the valley plate and larger supercharger pulley needed to convert manual system #1598 to automatic kit #1597*
- *NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley*

Automatic Conversion Kit (For use with E-Force system #1598) 15908

VALLEY PLATE

- *Kit contains the valley plate needed to install an LS3 supercharger kit on an engine equipped with Active Fuel Management lifters*

LS3 Supercharger valley plate 15911

CONVERTIBLE BRACE

- *This Convertible Brace is required when installing an E-Force supercharger system into a 2011-14 Camaro SS*
- *Kit includes brace and all hardware necessary for installation*

Convertible Brace (For use with E-Force systems #1596, #1597, #1598, #1599, #15996, #15997) 15956

50 state legal

E.O. Number D-215-85

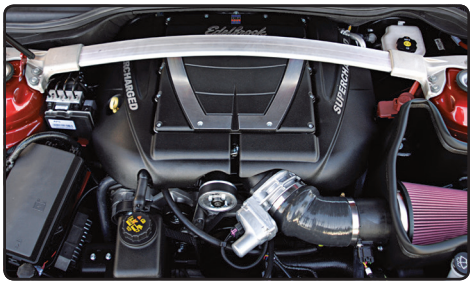
STAGE 1 | STREET SYSTEMS | UP TO 599 HP & 547 TQ

	With Tuner	Without Tuner
2010-14 Camaro SS (Automatic Transmission) ●	1597	15970
2010-14 Camaro SS (Manual Transmission) ●	1598	15980

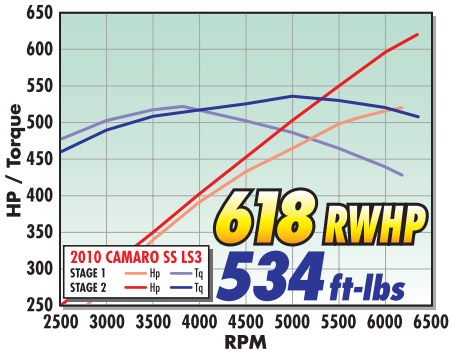
Important Installation Note: *Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded at: www.edelbrock.com.*

Available Warranty Option:
5 years/100,000 miles for 2010-14 models.

Stage 1 Street System #1597



2014 Camaro will feature a low profile supercharger top to clear the factory hood vent. Call to special order.



E-Force Stage 2 Camaro Supercharger Dyno Results

TUNER PERFORMANCE RECIPE

The Edelbrock R & D team continues to test the LS-based supercharger system #1598 in our 2010 Camaro. We added some Edelbrock components and ran our chassis dyno test at 6 psi of boost on 91 octane with the 3-1/2" supercharger pulley. Testing results for the 2010-2014 Camaro produced 618 hp and 534 ft-lbs to the rear wheels! Net increase of 103 hp over our Stage 1 system. **For competition racing use only.**

SPECIFICATIONS			
Horsepower:	**618 hp** (rear wheel)	**Camshaft:** Edelbrock Rollin' Thunder Hydraulic Roller #2219	
Torque:	**534 ft-lbs.** (rear wheel)	**CAMSHAFT SPECIFICATIONS**	
Block:	Stock GM LS3	**Intake Duration:**	230°
Cylinder Heads:	Stock GM LS3	**Exhaust Duration:**	243°
Valve Springs:	Edelbrock #5768	**Intake Valve Lift:**	.631"
Air Intake:	Edelbrock #15988	**Exhaust Valve Lift:**	.631"
Fuel Pump:	ZL1	**Lobe Separation:**	114°
Fuel Injectors:	Edelbrock #15903	**Headers:**	1-1/2"

Stage 3 Pro-Tuner System #1599

STAGE 3 | PRO-TUNER SYSTEMS | 800+ HP & 700+ TQ

	Without Tuner
2010-14 Camaro SS (Automatic Transmission) ●	1596
2010-14 Camaro SS (Manual Transmission) ●	1599
2010-14 Camaro SS (LS7) ●	15997

Important Installation Notes: *Convertible installations will require the use of Edelbrock Convertible Brace #15956 (sold separately). #15997 is designed for 2010-14 Camaros that have received an LS7 engine swap. 2014 Camaro will feature low profile supercharger top to clear factory hood vent. #15997 is not directly compatible with Z/28 models without modification.*

NEW CAMARO TOP AND COIL COVER DESIGN

We're excited to debut a new look for our Camaro E-Force Supercharger systems. This new aggressive design will be available on all E-Force Camaro systems shipping in 2014. It features a vented coil cover design along with a two-tone black and red powder coated finish with inset "Supercharged" badges. This new design retains the same bolt pattern and is compatible with all of the previous E-Force Camaro based systems. For use with 2010-13 Camaro models only, will not fit 2014 models, due to interference with the hood vent.

E-Force Camaro Manifold Top and Coil Covers 41144

PRODUCT EMISSIONS GUIDE

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

E-FORCE CORVETTE SYSTEMS

E-Force Supercharger systems are designed to **boost your Corvette to new performance levels. Our new E-Force system for the 2014 Corvette Stingray produces 624 flywheel horsepower and 600 ft.-lbs. of torque (with stock fuel pump).** Each system utlizes the same intake manifold housing design with unique runners tailored towards each platform. The **optional 5 year or 100,000 mile warranty** is designed to give you peace of mind when installing it on a brand new car. **Plus, this kit fits under the stock hood with no modifications** without sacrificing runner length or intercooler area.

505 HP not enough? Then take your 2006-13 Z06 to an incredible **657 horsepower and 582 ft-lbs. of torque** with an E-Force Supercharger system. This system is specially designed for the Z06 with a **seamless integration with the dry sump system, plus it fits under the stock hood with no modifications!** The manifold for this system was exclusively designed for the LS7 platform, unlike others on the market that utilize modified LS2/LS3 manifolds.

2014 Corvette Stingray kits features an all-new E-Force design with gray and red powder coating!

E-FORCE SUPERCHARGER

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance

MADE IN USA

COMPARISON CHART

FEATURES	STAGE 1						STAGE 2			STAGE 3			
	#1590	#1572	#1593	#1574	#1571	#1570	#1591	#1594	#1575	#1573	#1576	#1592	#1595
Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Cast Aluminum Tensioner/Idler Brackets	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Cast Aluminum Engine Valley Tray	✔		✔				✔	✔				✔	✔
Cast Aluminum Engine Valley Tray, Dry Sump		✔		✔					✔	✔	✔		
Heavy Duty Automatic Belt Tensioner	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Dual, High Capacity, Bar & Plate, Intercoolers	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Low Temp. Heat Exchanger for Intercooler System	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Extruded Aluminum Fuel Rails with -6 AN lines	✔	✔	✔	✔			✔	✔	✔	✔	✔	✔	✔
Goodyear® Gatorback™ Serpentine Belt	✔	✔	✔	✔	✔	✔	✔	✔	✔				
Secondary 10-rib Supercharger Belt Drive with 7.50" Crank Pulley					✔	✔							
Electric Intercooler Water Pump	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Intercooler Recovery Tank	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Custom Molded Intercooler Hoses	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Fuel Injectors (52 lb/hr)	✔		✔	✔			✔	✔	✔				
Fuel Injectors (60 lb/hr)		✔											
3.875" Supercharger Pulley	✔		✔	✔									
3.50" Supercharger Pulley							✔	✔	✔				
3.25" Supercharger Pulley		✔											
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
High Flow Air Intake Tube & Filter	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
High Flow Mass Air Flow Sensor (MAFS)			✔					✔					
ZR1 Style, Liquid to Liquid Oil Cooler		✔		✔					✔	✔	✔		
Edelbrock Aluminum Engine Covers	✔		✔		✔	✔	✔	✔					
Edelbrock Aluminum Engine Covers with Dipstick Delete		✔		✔					✔				
Handheld Calibration Module, Preloaded With All Tunes	✔	✔	✔	✔	✔	✔	✔	✔	✔				
Plug & Play, Electrical Harness & Installation Hardware	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
High Volume, In Tank, Fuel Pump												✔	✔

DRY SUMP ACCESSORY KIT

- ***This kit includes everything needed to install E-Force Supercharger systems #1590 and #1591 on a 2010-13 Corvette Grand Sport equipped with a dry sump oiling system***
- ***For use with manual transmission models only. Not required for use with #1574 and #1575***

Dry Sump Accessory Kit 15905

STAGE 1 | STREET SYSTEMS | 554-657 HP & 515-600 TQ

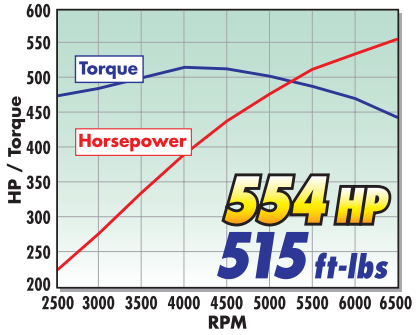
Stage 1 System #1590

50 state legal

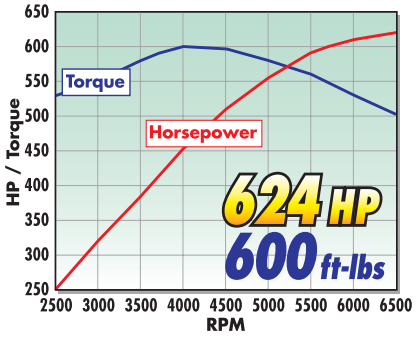
E.O. Number D-215-85

	With Tuner	Without Tuner
2005-07 Corvette (LS2) ●	1593	15930
2008-13 Corvette (LS3) ●	1590	15900
2010-13 Corvette Grand Sport with Dry Sump (LS3) ●	1574	15740
2006-13 Z06 Corvette (LS7) ●	1572	15720
2014 Corvette Stingray (LT1) ●	1571	15710
2014 Corvette Stingray with Dry Sump (LT1) ●	1570	15700

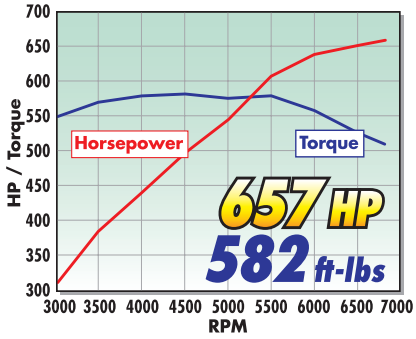
Important Installation Notes: *System #1590 can be installed on dry sump equipped Grand Sport models. This installation will require the use of Edelbrock Dry Sump Accessory Kit #15905 (sold separately). System #1574 for use with 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. System #1590 can not be installed on Z06 or ZR1 models. 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 tune, which can be downloaded at: www.edelbrock.com.*
Available Warranty Options: *3 year/36,000 mile warranty for 2005-14 models or 5 year/100,000 mile warranty for 2007-14 model.*



E-Force Supercharger Systems #1590, #1593 & #1574

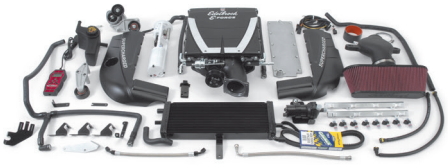


E-Force Supercharger Systems #1570 for 2014 Stingray



E-Force Supercharger Systems #1572 for 2006-2013 Z06

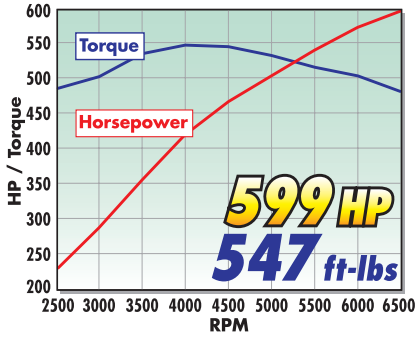
STAGE 2 | STREET SYSTEMS | 599 HP & 547 TQ



Stage 2 System #1594

	With Tuner	Without Tuner
2005-07 Corvette (LS2) ●	1594	15940
2008-13 Corvette (LS3) ●	1591	15910
2010-13 Corvette Grand Sport with Dry Sump (LS3) ●	1575	15750

Important Installation Notes: *System #1591 can be installed on dry sump equipped Grand Sport models. This installation will require the use of Edelbrock Dry Sump Accessory Kit #15905 (sold separately). System #1575 is for use with 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. System #1591 can not be installed on Z06 or ZR1 models. Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.*
Available Warranty Options: *Available with a 3 year/36,000 mile warranty for 2005-13 models or 5 year/100,000 mile warranty for 2007-13 model.*



E-Force Supercharger Systems #1591, #1594 & #1575

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)

E-Force Corvette Supercharger 599 HP Upgrade Kit (LS2/LS3) 15902

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*

STAGE 3 | PRO-TUNER SYSTEMS | 700+ HP & 600+ TQ

Stage 3 System #1592

	Without Tuner
2005-07 Corvette (LS2) ●	1595
2008-13 Corvette (LS3) ●	1592
2010-13 Corvette Grand Sport with Dry Sump (LS3) ●	1576
2006-13 Corvette Z06 (LS7) ●	1573
2014 Corvette Stingray (LT1) ●	15712
2014 Corvette Stingray with Dry Sump (LT1) ●	15702

Important Installation Note: *#1576 is for use on 2010-13 Grand Sport models equipped with a dry sump oil system*

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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E-FORCE TRUCK AND SUV SYSTEMS

50 state legal

E.O. Number D-215-85

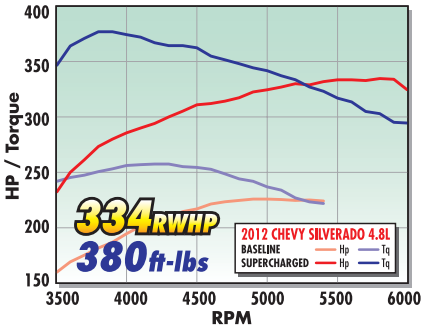
Stage 1 Street System #1579

STAGE 1 | STREET SYSTEMS | UP TO 407 RWHP & 434 RWTQ

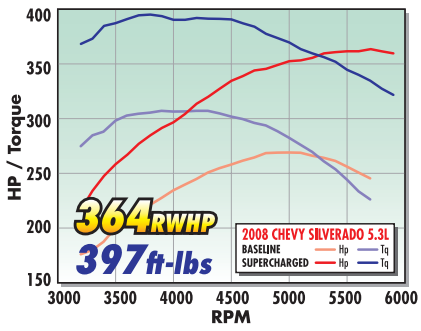
- *Specially designed for each application and will allow you to boost your towing performance to impressive levels*
- *These systems feature a unique intake runner design for maximum low end torque making them ideal for towing and off-road performance applications*

	With Tuner	Without Tuner
2003-06 GM 1500 and 2007 Silverado/Sierra Classic Trucks with a Gen III LS Engine (4.8L, 5.3L & 6.0L) ●	1577	15770
2007-13 GM 1500 Trucks with a Gen IV LS Engine (4.8L & 5.3L) ●	1578	15780
2007-13 GM 1500 Trucks (6.2L) ●	1579	15790
2007-10 GM 2500 Trucks (6.0L) (requires supplemental fuel kit #15792) ●	1579	15790
2007-13 GM SUV's with a Gen IV LS Engine (5.3L) ●	1564	15640
2007-13 GM SUV's with a Gen IV LS Engine (6.2L) ●	1567	15670
2014 GM 1500 Trucks EcoTec (5.3L) ●	1568	15680
2014 GM 1500 Trucks EcoTec (6.2L) ●	1569	15690

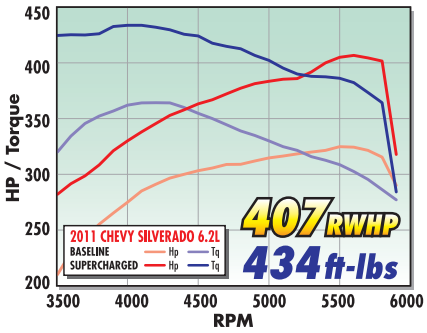
Important Installation Notes: *Use kit #1577 for early 2007 Silverado 1500 Classic truck models. #15790 will also fit 2007-08 1500 series trucks with a 6.0L engine (requires custom tune). Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded at:* ***www.edelbrock.com.***
Available Warranty Options: *3 years/36,000 or 5 years/100,000 mile warranty for 2009-13 truck models*



In dyno tests, E-Force system #1578 increased performance to 334 hp and 380 ft-lbs. of torque, an increase of 106 hp and 121 ft-lbs. to the rear wheels!



In dyno tests, E-Force system #1578 increased performance to 364 hp and 397 ft-lbs. of torque, an increase of 94 hp and 89 ft-lbs. to the rear wheels!



In dyno tests, E-Force system #1579 increased performance to 407 hp and 434 ft-lbs. of torque, an increase of 83 hp and 70 ft-lbs. to the rear wheels!

SUPPLEMENTAL FUEL PUMP KITS

REQUIRED FOR 2003-09 NON-FLEX FUEL GM TRUCKS & SUV'S – SOLD SEPARATELY

These Supplemental Fuel Pump Kits are required for GM trucks utilizing #1577, #1578 and #1579 E-Force supercharger systems on 2009 and earlier trucks. Failure to use the supplemental fuel pump kit may result in engine damage and void your Edelbrock E-Force Supercharger's warranty. These supplemental fuel pump kits are not required for Flex Fuel models. Flex Fuel models come standard with adequate fuel systems that properly operate with the Edelbrock E-Force Supercharger system. These supplemental fuel pump kits include a replacement fuel pump, control module and fuel level sender **(system #15791 also includes injectors).**

FUEL PUMPS KITS FOR GM TRUCKS

Fuel Pump Kit (for 2007-09 4.8L/5.3L crew/extended cab except long beds) **15781**
Fuel Pump Kit (for 2007-09 4.8L/5.3L standard cab and all long beds) **15782**
Fuel Pump Kit (for 2007-09 6.0L/6.2L crew/extended cab) **15791**

FUEL PUMPS KITS FOR GM SUV'S

Fuel Pump Kit (for 2007-09 5.3L short wheelbase) **15642**
Fuel Pump Kit (for 2007-09 5.3L long wheelbase) **15643**
Fuel Pump Kit (for 2007-09 6.2L short wheelbase) **15671**
Fuel Pump Kit (for 2007-09 6.2L long wheelbase) **15672**
Fuel Pump Kit (for 2003-07 6.2L long wheelbase with return fuel system) **15773**
Fuel Pump Kit (for 2003-07 6.2L long wheelbase with returnless fuel system) **15775**

Supplemental Fuel Pump Kit #15782

HEAVY DUTY FUEL SYSTEM & ACCESSSORY KIT

This accessory package includes all of the necessary components required for installing an E-Force Supercharger system on a 2007-10 Silverado or Sierra HD truck. Call for info on 2011 and later models.

Complete Fuel System and Accessory Kit for 2007-10 Silverado/Sierra HD Trucks **15792**

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance

MADE IN USA

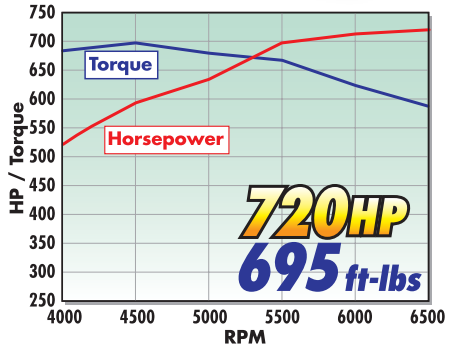
Supercharged GM LS 416 Crate Engine #46730

720 HP AND 695 FT-LBS TORQUE

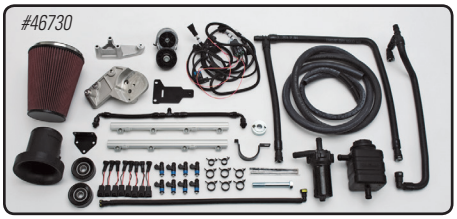
Now available from Edelbrock, is a complete 416 c.i.d. supercharged, LS engine, that produces an astounding 720 horsepower and 695 ft-lbs. of torque, on 91 octane pump gas. The foundation of this engine is a brand new, GM aluminum LS3 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.0" stroke, and 4.065" bore pushes this LS3 out to a whopping 416 c.i.d., for incredible low end torque. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

Helping this engine breathe is the Edelbrock E-Force LS3 supercharger system. This great looking system features Eaton TVS 2300cc/rev rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components, such as the electric intercooler water pump, intercooler plumbing and intercooler recovery tank, as well as fuel rails, 60 lb/hr. fuel injectors, mass air flow sensor (MAFS) housing and re-usable air filter. The supercharger equipped on this engine features a driver's side throttle body orientation for ease of intake routing and a Corvette belt offset for a compact installation. (Other belt offsets and inlet orientations available upon request.) Pair with universal heat exchangers #15405, #15406, #15407 or #15408 for a complete installation. See page 10 for more information on our universal heat exchangers.

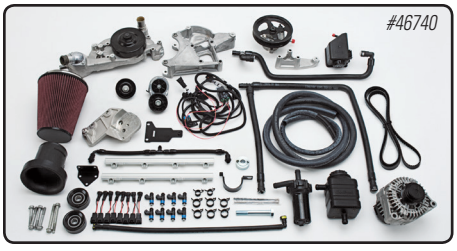
LS 416 Crate Engine #46720



SPECIFICATIONS			
Displacement:	416 c.i.d.	**Rods:**	Forged H-Beam
Horsepower:	**720 hp**	**Camshaft:**	215°/247°, .629/.656, 121 LSA
Torque:	**695 ft-lbs.**	**Rocker Arms:**	LS3, 1.7 ratio
Compression:	9.5:1	**Induction:**	E-Force Supercharger System #1540
Block:	GM LS3 Aluminum	**Cylinder Heads::**	GM with Edelbrock Valve Springs #5768
Crankshaft:	Forged 4340	**Finish:**	Black powder coated
Pistons:	Forged Aluminum - 18cc	**Warranty:**	2-year / Unlimited mileage

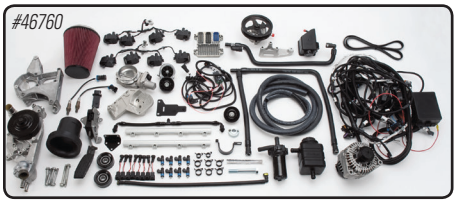


#46730



#46740

#46750



#46760

LS 416 Crate Engine (long-block only) ●● **46720**

Important Installation Notes: *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 website:* ***www.edelbrock.com*** *for reference dimensions.*

Supercharged GM LS 416 Crate Engine Only ●● **46730**

The crate engine only package is the perfect swap for any off-road use vehicle already equipped with an LS3 engine. It includes an Edelbrock long block, E-Force supercharger and the core components shown above. This engine is ideal or for anyone looking to use or purchase their own accessories and electronics.

Supercharged GM LS 416 Crate Engine & Accessories ●● **46740**

This option includes all of the components in kit #46730 plus all of the front drive accessories, such as the alternator, water pump, power steering pump, idler pulleys, required brackets and hardware. This package utilizes the Corvette belt drive offset and measures from the crank center line: vertically, 15.5" high, driver's side is 17.5" wide, and passenger side is 13" wide.

Supercharged GM LS 416 Crate Engine & Electronics ●● **46750**

This engine package includes all of the components in kit #46730 with the addition of a 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 GM LS 416 Crate Engine with Accessories & Electronics ●● **46760**

Finally, this package is our most complete solution. This option includes all of the components found in kits #46740 and #46750. It includes a complete engine, wiring harness, pre-programmed ECU, electronic throttle pedal, MAFS, heated oxygen sensors and accessories. This engine package is the ultimate turn key solution for any project vehicle demanding an LS3 engine!

PRODUCT EMISSIONS GUIDE

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

PLEASE REFER TO **BACK COVER** FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

E-FORCE ENFORCER SYSTEMS FOR LS ENGINES

These NEW 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 throttle body 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.

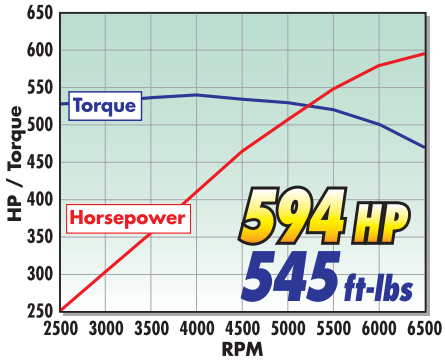
These systems are sold in several configurations to match your build, whether its carbureted or fuel injected.

- ***Carbureted systems include the supercharger housing with rotors and drive pulley, intake manifold with rectangular ports and intermediary adapter plate.***
- ***EFI systems include the supercharger housing with rotors and drive pulley, rectangular port intake manifold and a high capacity air to water intercooler with a bar and plate design. A heat exchanger is required for installation to cool the intercooler water and is sold separately, see page 10.***
- ***Systems come with Corvette belt offset setup and Corvette crankshaft drive pulley adapter. Truck/Gen V and Camaro available separately.***

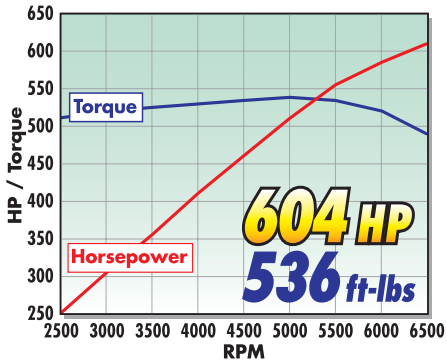
If you desire to complete your system with Edelbrock induction components, then check out our EFI kits and Performer Series carburetors below.

Induction Application Type	Cylinder Head Type	Satin	Polished	Black
Carbureted ●	Rectangular Port	1511	15111	15113
Electronic Fuel Injected ●	Rectangular Port	1525	15251	15253

Important Installation Notes: *Carb pad height: 12.10" (measured from the end seal flange).*



E-Force system #1511 on a stock LS3 engine



E-Force system #1525 on a stock LS3 engine

E-FORCE EFI KITS

These kits include the core components needed for completing an E-Force LS electronic fuel injected installation. These kits include two throttle bodies, Pro-Flo 2 electronics, wiring harness, fuel rails, injectors, gaskets and hardware. Available in satin aluminum, polished or black powder coated finish.

	Satin	*Polished*	*Black*
E-Force LS EFI Kit (Throttle body height: 2.66") ●	35900	35901	35903

E-FORCE PERFORMER SERIES CARBURETORS

These Performer Series carburetors have been optimized to work with our street rod and muscle car E-Force systems. Available in satin aluminum, EnduraShine or black powder coated finish.

	Satin	*EnduraShine*	*Black*
E-Force Performer 600 cfm Series (front) ●	14055	140545	140535
E-Force Performer 600 cfm Series (rear) ●	14056	140546	140536

CRANKSHAFT DRIVE PULLEY ADAPTER

These crankshaft drive pulleys are intended for use with the above E-Force Enforcer 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

BILLET BELT TENSIONER COVERS

These billet belt tensioner covers are a great way to dress-up your Enforcer installation.

Billet Belt Tensioner Cover with Polished Finish 15551
Billet Belt Tensioner Cover with Black Finish 15553

10-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 feature a 10-rib design for use with our E-Force Enforcer street rod and muscle car Supercharger systems. Choose from a high quality mirror polished or black hard anodized finish. These also fit systems #1570 & #1571.

	Polished	*Black*
2.75" ●	15855	15854
3.00" ●	15853	15852
3.25" ●	15851	15850
3.50" (included with base kits) ●	15829	15849
3.75" ●	15844	15848
3.875" ●	15827	15847
4.00" ●	15843	15846
4.125" ●	15842	15845

EFI Universal Complete Fuel Hose Kit #641600

EFI UNIVERSAL COMPLETE FUEL HOSE KITS

Complete fuel system for GM LS-series engine swaps in muscle cars, street rods and more. Includes an in-line electric fuel pump #3594 (57 GPH @ 45 PSI), regulator/fuel filter assembly, fuel pump relay and wiring assembly and all necessary components for installation. Available in traditional red/blue and ProClassic II with all black hose ends.

Description	Part #
Complete Universal EFI Fuel Hose Kit with ProFlex Hose and Red/Blue Fittings	641600
Complete Universal EFI Fuel Hose Kit with ProClassic Hose and Black/Silver	641605

When using with OEM fuel tank sending units, an additional adapter to -6 male AN will be required

Universal EFI Sump Fuel Kit #3605

UNIVERSAL EFI SUMP FUEL KITS

These kits provide the necessary high fuel pressure required for EFI applications in vehicles originally equipped with low pressure carbureted fuel system. They deliver a constant fuel pressure of 58 psi, with no fuel return line, fuel pressure regulator or fuel tank modifications. Intended to be used with the existing factory fuel tank and low pressure pump and include the fuel sump tank assembly, wiring harness, universal mounting brackets, hose, fittings and all of the necessary hardware.

Description	Part #
Universal EFI Sump Fuel Kit (58 psi)	3605
Replacement Universal EFI Sump Fuel Tank Only (58 psi)	36052

Replacement Universal EFI Sump Fuel Tank #36052

FUEL TANK/CELL TO INTAKE MANIFOLD SYSTEM KITS

Designed for use with Edelbrock Victor Jr. manifold #29085 only and include an Edelbrock electric fuel pump #1790 (80 gph, 45 psi). Also includes matching adjustable fuel pressure regulator, a Russell ProFilter fuel filter, a fuel pump relay and wiring assembly and components for complete installation. Available with traditional red/blue or black/silver fittings for a unique look.

Description	Part #
LS Complete System Kit with ProClassic Hose and Black/Silver	641533

SPECIALTY SAE QUICK-DISCONNECT ADAPTERS

Description	Part #
3/8" NPT male x 3/8" SAE quick disconnect male	640690
3/8" male to 3/8" female with 1/8" female side port	640730
-6 AN male x 5/16" SAE quick disconnect male	640930
-6 AN male to 3/8" SAE quick disconnect male	640940

#640730 *#640930* *#640940*

SAE QUICK-DISCONNECT FITTINGS *(THREADED CAP)*

DESCRIPTION	BLUE PART # SINGLE	BLUE PART # BULK*	BLACK PART # SINGLE	BLACK PART # BULK*
-6 AN male x 1/4" SAE quick-disconnect female	641300	–	641303	–
-6 AN male x 5/16" SAE quick-disconnect female	644110	644118	644113	644117
-6 AN male x 3/8" SAE quick-disconnect female	644120	644128	644123	644127
-8 AN male x 3/8" SAE quick-disconnect female	644130	–	644133	–

#641300 *#644113*

UNIVERSAL MALE CLUTCH FITTING

- *Features a 3/8" I.D. bore size*
- *For use with GM vehicles with T56 transmissions*

AN SIZE	QTY.	ENDURA PART #
-3	2	640281
-4	2	641001

CLUTCH HOSE ASSEMBLY SPEED BLEEDER

AN SIZE	PART #
-3	641370
-4	641380

RUSSELL PRE-ASSEMBLED, DIRECT BOLT-ON BRAKE HOSE KITS

Street Legal

- *These kits improve braking performance for competition or everyday driving*
- *Replacing OE rubber hoses with Russell brake hoses reduces brake hose expansion for more consistent braking*
- *Features include stainless steel braid hose with zinc-plated fittings*

Description	Part #
2010-2014 Chevy Camaro SS with Brembo brakes	692380
1997-04 Chevy Corvette C5 & Z06	692190
1998-02 Camaro w/out traction	692280
1998-02 Camaro w/traction	692290
2005-06 Pontiac GTO	693320
2005-13 Corvette C6	692350

Brake hose kit #692320

CAMSHAFTS & LIFTER KITS • CARBS & ACCESSORIES
CRATE ENGINES • CYLINDER HEADS • DATA ACQUISITION
ELECTRONIC FUEL INJECTION • ENGINE DRESS-UP
FUEL PUMPS • GASKETS • INSTALLATION ITEMS
INTAKE MANIFOLDS • LUBRICANTS • NITROUS
POWER PACKAGES • RUSSELL PLUMBING • SUPERCHARGERS
TOP END KITS • VALVETRAIN • WATER PUMPS

PRODUCT EMISSIONS GUIDE

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

50-STATE LEGAL:

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

FOR RACING USE ONLY:

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

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

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

Uncontrolled vehicles are defined as...
1965 and older U.S. manufactured California Certified vehicles
1967 and older U.S. manufactured Federally Certified vehicles
1967 and older Foreign manufactured vehicles

STOCK REPLACEMENT PART:

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

ENGINE SWAPS:

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

VISIT EDELBROCK.COM FOR UP TO DATE INFORMATION, PRODUCTS, VIDEOS AND MORE!

Edelbrock, LLC | 2700 California Street | Torrance, CA 90503
For technical assistance call our Toll-Free Tech Line: 1-800-416-8628, 7am-5pm PST, Mon - Fri.

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