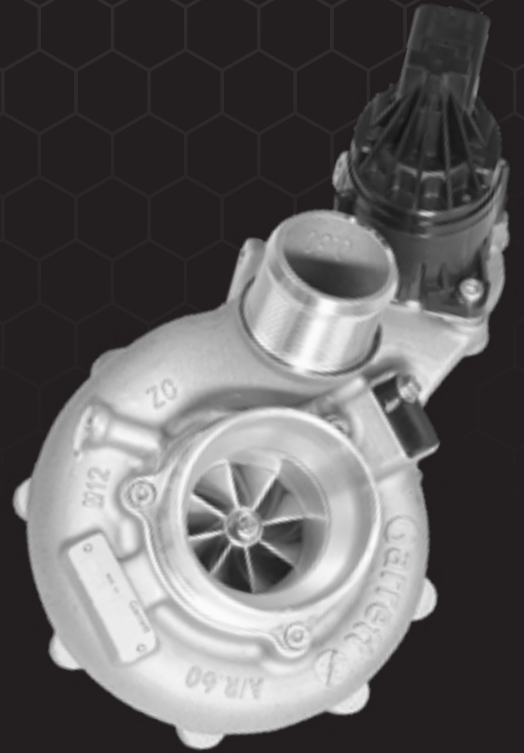




2022 NEW PRODUCTS





The Edelbrock Group™ expresses our sincere thanks and appreciation to our customers and business partners for your continued trust and support during an unprecedented 2021. It's been a year of significant changes for the automotive aftermarket industry and for our company. Thank you for partnering with us as we continue to navigate a business environment significantly impacted by COVID-19.

Everyone here at the Edelbrock Group is driven by our mission of "Driving The Future Of Automotive Performance." The combined strength of our five iconic aftermarket brands – Edelbrock®, COMP Cams®, FAST®, Russell Performance® and TCI Automotive® – allows us to stay focused on developing some of the most exciting and innovative products and solutions ever seen in the automotive aftermarket, all while continuing to provide world class customer service across all our channels.

We are a team of innovators and enthusiasts who are passionate about the new products we're introducing for 2022. We remain committed to fulfilling our mission of being the iconic American innovator that builds solutions that exceed our customer expectations, while our products continue to allow everyone to experience the automotive lifestyle they enjoy so much.

This is our passion and our promise to all of you as we move forward into 2022.

-The Edelbrock Group Management Team

EDELBROCK®

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Edelbrock® Supercharger Installation & Warranty Notes

Important Installation Note: Supercharger systems without tuners are not eligible for supplemental warranty and are only emissions-legal when used with the correct Edelbrock program. For safety, the Edelbrock program retains the factory vehicle speed limiter setting. Calibrations, Tuners, or Programs supplied with supercharger systems are only compatible with vehicles designed for use in the United States or Canada. Edelbrock does not offer calibration support for any vehicle designed for use outside of the United States or Canada.

Available Warranty: All systems using an Edelbrock-supplied tune are eligible for our FREE 3-year/36,000 mile Limited Powertrain warranty (conditions apply). Visit us at www.edelbrock.com/warranty or call 1-800-416-8628 for more information.

SCAN HERE FOR MORE INFO
edelbrockgroup.com



VRS-4150™ RACE & PERFORMANCE CARBURETORS

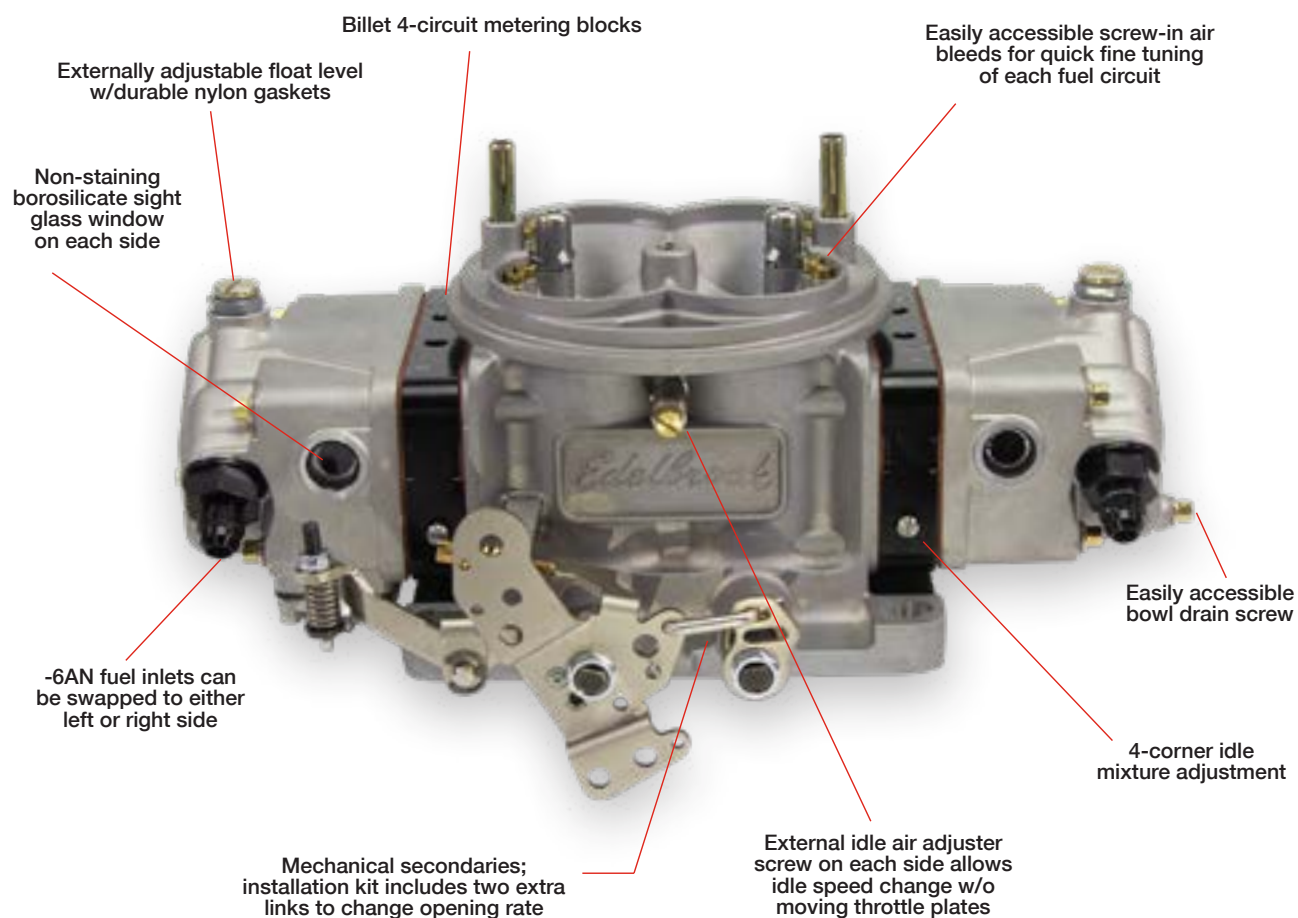
Edelbrock's® VRS-4150 line of race and performance carburetors are packed with features that will appeal to racers, engine builders and carb tuners, as well as the hot street enthusiast looking to improve performance.

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

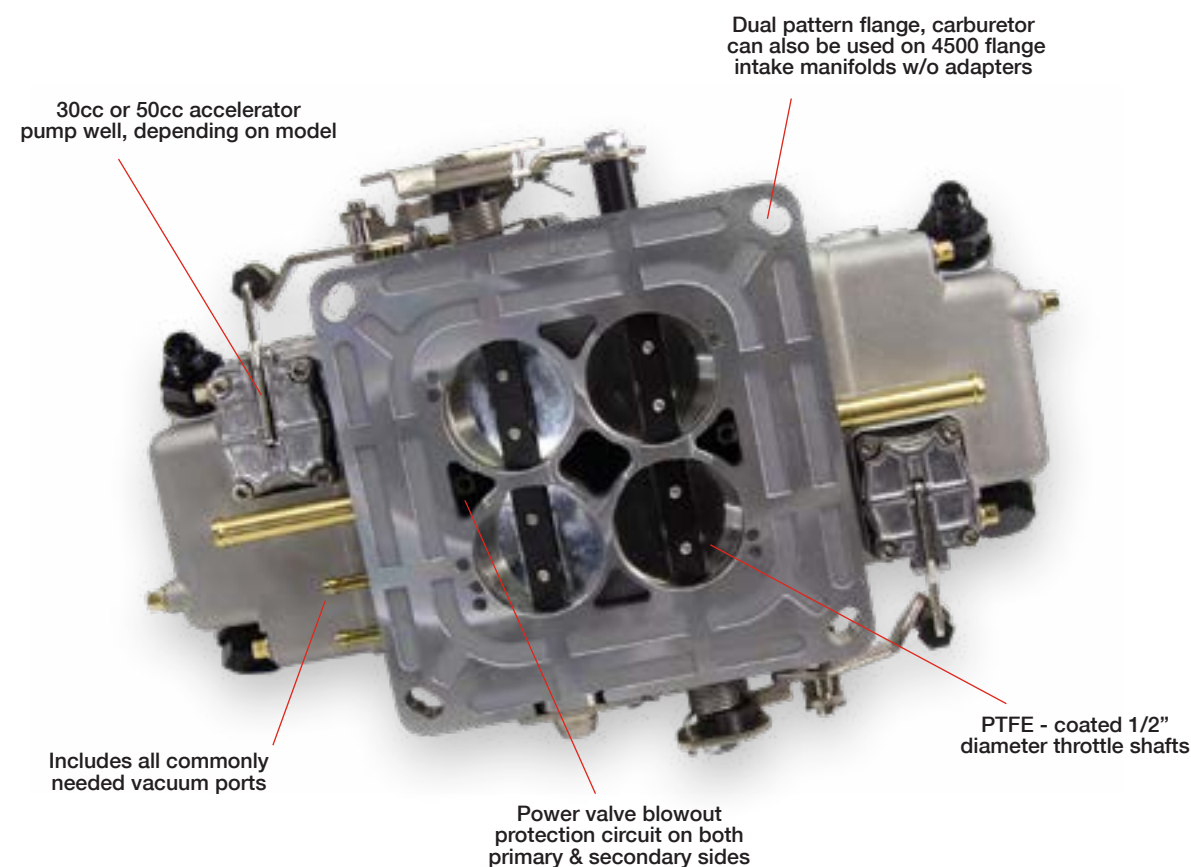
The 20% larger capacity fuel bowls feature internal ribs to control fuel slosh, and a sculpted baffle directs incoming fuel to the sides to minimize bubbles. The floats have corner cuts to avoid shutting off the fuel flow during hard cornering, and jet extender notches and jet extenders in the rear to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

With the new VRS series, users are able to externally adjust idle air and the adjustment screws are accessible without removing the air cleaner/scoop. The advanced idle circuit features interchangeable idle discharge jets in all four corners to allow for a smooth, clean idle with the use of big, low-vacuum camshafts. Normally found only in high end racing carbs, the VRS includes fully adjustable intermediate fuel circuits, which help to provide incredible throttle response. Finally, 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.

One final feature is the power valves that are located on both primaries and secondaries that support optimized jetting. The power valve will add fuel as necessary while the power valve protection circuit prevents diaphragm damage from backfires.



Description	Part #
VRS-4150 Carburetor – 650 CFM	1306
VRS-4150 Carburetor – 750 CFM	1307
VRS-4150 Carburetor – 850 CFM	1308
VRS-4150 Carburetor – 950 CFM	1309



TWIN-FORCE™ TURBOCHARGER KITS

FOR 2017-2020 FORD F150/RAPTOR TRUCKS
WITH 3.5L HO V6 ECOBOOST ENGINES

Edelbrock® is moving into the turbocharger game with the addition of Twin-Force Turbocharger Kits for 2017-2020 Ford F150/Raptor Trucks with 3.5L HO V6 EcoBoost engines. These kits are available in Stages 1, 2, or 3 offering an 85 – 200 RWHP increase to suit your individual performance needs.

The Edelbrock Stage 1 Power Package is the first of three levels offered to enhance the torque and horsepower output of these popular trucks. This package optimizes towing and overall performance by using a larger capacity intercooler, high flow turbo inlet piping, a high flow air filter, Edelbrock's 50-state legal Stage 1 calibration, and a PCM flashing device (tuner). Offering a 50-state legal 85 HP increase at the tires, this system can be upgraded to our Stage 2 or Stage 3 kits when you want more power and torque. The Stage 1 Power Package does NOT include turbochargers.

The Stage 2 Turbo System offers the next level of performance. It includes all of the great components of the Stage 1 Power Package plus a pair of turbos incorporating the latest turbocharger technology from Garrett. The Stage 2 Turbo System Part #158332 includes a tuner with the 50-state legal Stage 2 calibration, and offers up to 150 RWHP gains. Part #158330 is a Stage 2 kit that does NOT include a tuner, which allows the installer to use an existing tuner to flash the appropriate calibration into multiple vehicles. The Stage 3 Turbo System builds even further off of this particular Stage 2 Turbo System by adding an electronic booster for the fuel pump to enhance fuel delivery and calibration that unlocks as much as 200 RWHP.

Upgrade kits are available to increase your horsepower gains if you initially purchase a Stage 1 or Stage 2 kit. The Stage 1-2 Turbo System Upgrade Kit will upgrade your Stage 1 Power Package to the Stage 2 Turbo System w/Tuner and calibration. If you purchase a Stage 2 system, you can later purchase the Stage 2-3 Turbo System Upgrade Kit that will fully complete your system with the Stage 3 electronic fuel pump booster and calibration, unlocking the max potential of your truck.



TURBOCHARGERS

Edelbrock's engineers collaborated with Garrett on the design of all new turbos for the 3.5L EcoBoost trucks. The direct bolt-in turbos incorporate the latest in turbocharger technology, offering a 54% increase in airflow over the factory turbos. A 60mm billet compressor wheel produces great improvements in compressor efficiency and flow. The 50mm Inconel turbine wheel and larger .45 A/R stainless steel turbine housing result in a 52% increase in turbine flow. The 2.75" compressor inlets are 38% larger than the factory turbos complementing Edelbrock's high flow turbo inlet piping. When combined with Edelbrock's larger Intercooler, air inlet tubes and high flow air filter, these turbochargers offer huge increases in power potential for this application.



System	Driver & Passenger Turbochargers	Intercooler	Turbo Inlet Piping	Air Filter Element	Tuner	50-State Legal Calibration	Electronic Fuel Pump Booster	HP Gains	Part #
Stage 1	-	✓	✓	✓	✓	✓	-	85	158331
Stage 2 (No Tuner)	✓	✓	✓	✓	-	-	-	-	158330
Stage 2 (w/Tuner)	✓	✓	✓	✓	✓	✓	-	150	158332
Stage 3	✓	✓	✓	✓	✓	✓	✓	200	158333
Stage 1-2 Upgrade Kit	✓	-	-	-	-	✓	-	150	158337
Stage 2-3 Upgrade Kit	-	-	-	-	-	✓	✓	200	158338

E-FORCE® SUPERCHARGER KIT

FOR GM GEN VI 5.3L/6.2L 2019-2021 V8 TRUCK ENGINES

This Supercharger System for V8-equipped 2019-2021 Gen VI GM Trucks utilizes the largest Eaton rotor group – the TVS R2650 – a 170-degree high-twist lobe design that can accommodate bigger power builds with unparalleled efficiency and reliability. An increase in horsepower and torque is also gained with almost no loss in fuel efficiency due to the integrated bypass valve.

The kit also includes an all-new nose drive for the new generation of trucks and features Edelbrock's dual-pass, three core intercooler for incredibly low intake air temperatures. It has also been outfitted with an all new, truck-specific supercharger lid with a lower profile in the rear that allows for easier installation under the cowl. A black powder coated finish completes the OEM look to allow blending into the engine compartment while providing durability and longer life. The 5.3L kit includes a 4" supercharger pulley, and the 6.2L kit includes a 3.75" supercharger pulley. Installs with no modifications to the stock body or hood.

- High-capacity, dual-pass, triple core air-to-water intercooler
- Self-contained oiling system, comes with a 100,000-mile service interval
- Dual core low temp heat exchanger for low IATs



EO D-215-123

Year	Model	Engine	Rotor	HP	Torque (ft/Lbs)	Emissions Code	Tune	No Tune
Stage 1 – Street Systems								
2019-2021	GM Gen VI Truck	5.3L V8	R2650	482	451	●	15665	156650
2019-2021	GM Gen VI Truck	6.2L V8	R2650	548	505	●	15666	156660

E-FORCE® SUPERCHARGER KIT

FOR 2018-2021 JEEP WRANGLER JL & 2020-2021 GLADIATOR JT PENTASTAR 3.6L V6 ENGINES (EXCLUDING E-TORQUE MODELS)

The new Jeep supercharger kit is a blow down system for the 2018-21 Jeep JL and 2020-21 Gladiator JT with 3.6L V6 Pentastar engine. This front inlet, front drive system uses the Edelbrock supercharger head unit with Eaton's TVS R1320 rotor assembly to increase torque for improved towing and off-road performance while still being an excellent daily driver.

The supercharger housing is mated to a lower manifold assembly that features a plenum with tuned length runners that maximize engine torque. All the necessary hardware and hoses needed for installation are included.

- Adds 100+ HP at rear tires
- Integrated bypass valve for little to no decrease in fuel economy
- Installs with no modifications to the stock body or hood
- Self-contained oiling system with a 100,000-mile service interval
- Ideal boost levels for minimal stress on stock engine



EO D-215-118

Year	Model	Engine	Rotor	HP	Torque (ft/Lbs)	Emissions Code	Tune	No Tune
Stage 1 – Street Systems								
2018-2021	Jeep	3.6L	R1320	330	272	●	15284	152840

E-FORCE® STAGE 2 SUPERCHARGER KIT

FOR FORD MUSTANG GT 5.0L COYOTE 2018-2021 V8 ENGINES

Add serious horsepower under the hood of your 2018-2021 Ford Mustang GT 5.0L Coyote V8 engine with a new supercharger system that requires no modifications.

The new E-Force Stage 2 Supercharger for the 2018-2021 Mustang GT 5.0L Coyote V8 utilizes the high-efficiency Eaton TVS R2650 rotor assembly with a high-twist lobe design along with larger bearings and more robust timing gears to deliver an ultra-smooth and linear torque curve with more usable performance at all points in the power band. This kit includes a 103mm throttle body, high-flow 113mm air intake system, upgraded 50 lb/hr port fuel injectors, an 8-rib supercharger belt drive and a plug-and-play fuel pump voltage booster. A black powder-coated finish provides the ultimate underhood appeal that installs easily without having to modify the hood, making this an excellent bolt-on investment.

- Integrated bypass valve for maximum fuel efficiency
- 8-Rib supercharger belt drive vs. the OEM 6-rib belt drive
- High-capacity, dual-pass, triple core air-to-water intercooler
- Self-contained oiling system w/100,000-mile service interval



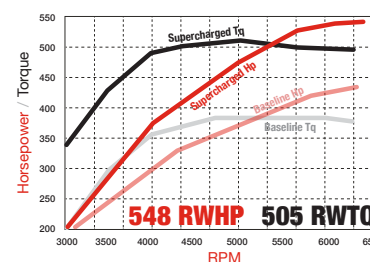
EO D-215-122

Year	Model	Engine	Rotor	HP	Torque (Ft/Lbs)	Emissions Code	Tune	No Tune
Stage 2 – Street Systems								
2018-2021	Ford Mustang	5.0L 4V	R2650	686	533	●	15388	153880

GM GEN VI 5.3L/6.2L 2019-2021 V8 TRUCK ENGINES



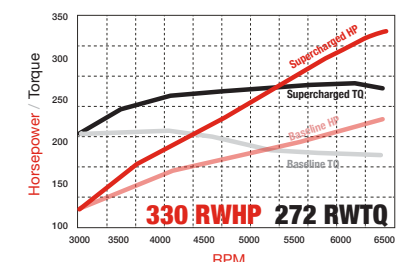
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JEEP WRANGLER JL & GLADIATOR JT PENTASTAR 3.6L V6 ENGINES



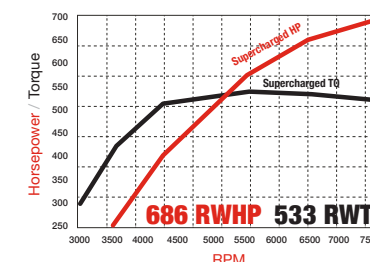
#15284



FORD MUSTANG GT 5.0L COYOTE 2018-2021 V8 ENGINES



#15388



IMPORTANT: See Installation and Warranty Notes at bottom of Table of Contents

EMISSIONS GUIDE

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

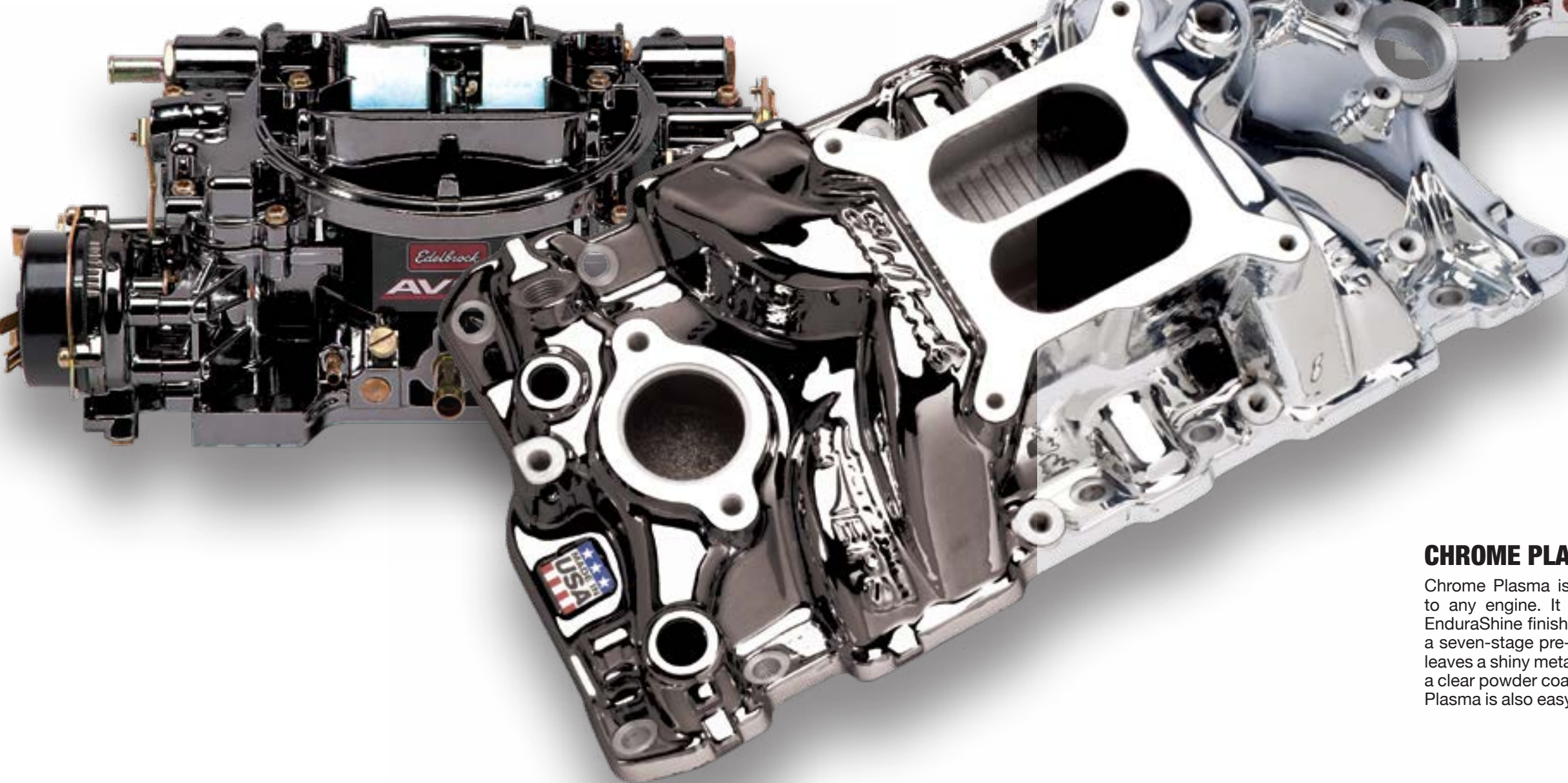
BLACK PLASMA™ AND CHROME PLASMA™ FINISHES

FOR POPULAR INTAKE MANIFOLDS & CARBURETORS

Edelbrock® has been the leader in both the intake manifold and carburetor markets for decades, and now they've broadened their lineup with two new finish options – Black Plasma and Chrome Plasma.

BLACK PLASMA

Black Plasma is a smooth and deep, dark glossy finish that takes on character from surrounding colors. A unique seven-stage pre-wash ensures the cleanest substrate for ultimate adhesion, and a four-stage fully automated unique coating process leaves an incredibly glossy finish with virtually no contaminants. The final stage is a clear powder coat for long lasting durability. Black Plasma is simple to keep clean and will enhance any engine build with a modern and up-to-date look.



CHROME PLASMA

Chrome Plasma is a mirror-like glossy finish that adds flash and shine to any engine. It is a much improved version of Edelbrock's popular EnduraShine finish. Like the Black Plasma process, Chrome Plasma uses a seven-stage pre-wash, followed by the four-stage coating process that leaves a shiny metallic finish without contaminants, and then completed by a clear powder coat final stage for long life and durability. The new Chrome Plasma is also easy to maintain – just wipe with a micro-fiber towel and go.

PRO-FLO 4+® ENGINE MANAGEMENT SYSTEM

Pro-Flo 4+ is the most simplified Engine Management System on the market, providing EFI support for GM Gen III/IV LS, late model Gen I and II Ford Coyote and Dodge Gen III HEMI engines implementing drive-by-wire throttle and variable camshaft timing (VCT) in hot rod transplant applications.

The advanced plug-and-play Pro-Flo 4+ Engine Management System does not require laptop tuning or costly dyno sessions. The ECU includes a highly sophisticated self-learning function combined with base calibrations that provide out of the box performance that improves as the vehicle is driven. Also included with each kit are fully terminated wiring harnesses with a modular design for a simplified installation.

The key to this user-friendly system is Edelbrock's exclusive E-Tuner 4+ calibration app with a Setup Wizard and base calibrations that have been extensively developed for each specific application. Edelbrock's E-Tuner 4+ app utilizes a Bluetooth wireless connection to communicate with the ECU, giving you the ability to monitor engine vitals and performance in real time from inside or outside of the vehicle. The Setup Wizard guides you through the initial calibration procedure with ease. The Pro-Flo 4+ then provides the capability to monitor your engine's performance with vibrant gauge packages and allows adjustments to fuel mixture, ignition curve, air/fuel ratios, idle speed, acceleration fuel, coolant fans, rev limiter and much more from the E-Tuner 4+ app, giving you complete control of the system.

- Controls up to four variable cams, with no add on boxes needed
- Features high impedance injector drivers
- All systems employ Speed Density Calibration Strategy
- Controls up to two drive-by-wire throttle bodies
- All variable cam, drive-by-wire, knock control and alternator functions are fully calibrated
- Dual on-board wideband O2 sensors – individual left and right bank closed loop AFR control, uses Bosch LSU 4.9 sensors (2nd O2 sensor optional)
- Drive-by-wire Safety and Limp Home mode safety features
- Knock control – interfaces with OEM knock sensors to provide knock feedback to prevent detonation (optional feature)
- Alternator control – fully calibrated alternator control for OEM alternator applications when applicable

Years	Engine	Part #
2005-2007	Dodge Gen III HEMI	36150
2008-2012	Dodge Gen III HEMI	36140
2013+	Dodge Gen III HEMI	36120

Years	Engine	Part #
2011-2014	Ford Coyote	36110
2015-2017	Ford Coyote	36160
-	GM Gen III/IV LS	36130*

*A single Pro-Flo 4+® kit will be available for all Gen III/IV LS engine configurations. Supporting components will be necessary for users in addition to the base LS kit purchased to support users' specific configurations.

Accessories		
Engine	Description	Part #
Dodge Gen III HEMI	Knock Support	36175
Ford Coyote	Knock Support	36125
GM Gen III/IV LS	Ignition & Engine Position LS 24x Harness	36112
GM Gen III/IV LS	Ignition & Engine Position LS 58x Harness	36122
GM Gen III/IV LS	Single Drive-By-Wire Harness	36132
GM Gen III/IV LS	Dual Drive-By-Wire Harness	36142
GM Gen III/IV LS	Harness, Sensors & Outputs 4-Pin Alternator	36155
GM Gen III/IV LS	Harness, Sensors & Outputs 2-Pin Alternator	36165
GM Gen III/IV LS	LS1 Harness, Knock Sensor	36145
GM Gen III/IV LS	LS3 Harness, Knock Sensor	36135
Universal	Harness, Radiator Fan Relay Module	36115

PRO-FLO 4+ ELECTRONIC FUEL INJECTION



E-TUNER 4+

The Edelbrock Pro-Flo 4+ utilizes the latest in portable technology - everything is managed in the FREE E-Tuner 4+ app that was specifically designed to work with both iOS and Android devices.

- Easy-to-use Setup Wizard with integrated help guide
- Controls multiple engine functions from the driver's seat

Bluetooth Connectivity
CONNECT TO THE ENGINE CONTROL UNIT WITH YOUR IOS OR ANDROID DEVICE (device not included)



TC TRANSMISSION CONTROLLER

The new Edelbrock® TC Transmission Controller is offered as a standalone transmission controller designed to work with Edelbrock Pro-Flo 4 and Pro-Flo 4+ Engine Management Systems and most OE and aftermarket fuel injection systems with CAN communications or carbureted applications equipped with a standalone Throttle Position Sensor (TPS). It supports GM 4L60E, 4L70E, 4L75E, (up to 2010), 4L80E (post-1994).



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

Description	Part #
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Generic EFI w/CAN Communication Applications	36211
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Pro-Flo 4 and Pro-Flo 4+ EFI Applications	36212
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Carbureted Applications	36213

VICTOR CNC™ 11-DEGREE 6-BOLT CYLINDER HEADS

FOR GM LS3 ENGINES

Edelbrock® Victor CNC 11-Degree 6-Bolt Cylinder Heads for GM LS3 engines 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-per-cylinder design offers increased clamping capacity over the standard factory 4-bolt configuration and greatly improves head gasket sealing, making them ideal for high compression naturally aspirated engines and high boost applications.

These heads are manufactured with premium materials and machined to the industry's tightest tolerances. Features include an 11-degree valve angle, copper infiltrated powder metal valve seats and fully CNC-machined ports for maximum airflow. The CNC-machined runners and chambers, as well as the rolled 11-degree valve angle, increase overall flow capability, while the revised water jacket design enhances thermal conductivity and tunability. The premium manganese bronze valve guides withstand long wear with emphasis placed on holding precision tolerances on valve seat concentricity, allowing the valves to seal securely, which eliminates leak down and increases cylinder pressure during engine operation. Finally, the .700" thick deck and reinforced rocker rails make these cylinder heads ideal for high horsepower applications.

Available bare or assembled – assembled versions feature premium COMP Cams® valve train components, including .660" or .700" lift dual springs, chromemoly or tool steel retainers, severe duty intake/exhaust valves and premium valve seals – all inspected and assembled by qualified Edelbrock technicians.



Part #	Runner	Chamber	Spark Plugs	Valve Size		Valve Train	Max. Lift	Valve Springs	Retainers		Int./Exh. Valve Material
				In.	Ex.				Part #	Material	
77662	263cc	68cc	Angle	2.165"	1.600"	Solid Roller	.700"	943-16	1731-16	Tool Steel	Titanium Int./Inconel Exh.
77661	263cc	68cc	Angle	2.165"	1.600"	Solid Roller	.700"	943-16	1731-16	Tool Steel	Stainless Steel Int./Inconel Exh.
77660	263cc	68cc	Angle	2.165"	1.600"	Hyd. Roller	.660"	26925-16	713-16	Chromemoly Steel	Stainless Steel Int./Exh.
77670	263cc	68cc	Angle	2.165"	1.600"	-	-	-	-	-	-

VICTOR CNC™ 12-DEGREE 6-BOLT CYLINDER HEADS

FOR GM LS7 ENGINES

Edelbrock® Victor CNC 12-Degree 6-Bolt Cylinder Heads for GM LS7 engines are designed with .220" raised intake runners 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 stock or aftermarket valve train setups. The heads also utilize the GM 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 strengthens head gasket sealing – perfect for high compression naturally aspirated engines and high boost applications.

These heads are manufactured with superior materials and machined to the industry's tightest tolerances. Features include a 12-degree valve angle, copper infiltrated powder metal valve seats and fully CNC-machined ports for maximum airflow. CNC-machined runners and chambers, along with the .220" raised intake ports and 12-degree valve angle, increase flow capabilities, while a revised water jacket design boosts thermal conductivity and tunability. The high-quality manganese bronze valve guides withstand long wear with an emphasis placed on holding precision tolerances on valve seat concentricity. This allows the valves to securely seal which then eliminates leak down and increases cylinder pressure. Finally, the .700" thick deck and .400" raised valve cover rail make these ideal for high lift maximum horsepower applications.

All Edelbrock Victor CNC heads feature patented Clean Cast Technology™, a revolutionary process that eliminates casting flaws and promotes a smoother internal surface finish for greater air and coolant flow. These benefits provide more power and increased cooling ability right out of the box.



Part #	Runner	Chamber	Spark Plugs	Valve Size		Valve Train	Valve Seat	Down Nozzles
				In.	Ex.			
77679	291cc	69cc	Angle	2.200"	1.615"	Bare	CI PM	No
77678	291cc	69cc	Angle	2.200"	1.615"	Bare	Copper	No
77689	291cc	69cc	Angle	2.200"	1.615"	Bare	Copper	Yes
77699	307cc	69cc	Angle	2.200"	1.615"	Bare	CI PM	No
77698	307cc	69cc	Angle	2.200"	1.615"	Bare	Copper	No
77668	307cc	69cc	Angle	2.250"	1.615"	Bare	CI PM	No
77666	307cc	69cc	Angle	2.250"	1.615"	Bare	Copper	No

E-STREET™ CYLINDER HEADS

FOR GM LS CATHEDRAL PORT ENGINES

The Edelbrock® E-Street LS Cathedral Port Cylinder Head is a premium quality, bolt-on ready cylinder head for any high performance or stock GM LS cathedral port engine build.

Available bare or assembled with premium COMP Cams® valve train components, these LS cathedral port 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" lift, ideal for many mild to hot camshaft grinds.

Edelbrock E-Street LS Cathedral Port Cylinder Heads are manufactured with premium material and machined to the industry's tightest tolerances. They feature premium manganese bronze valve guides for long wear with particular emphasis placed on holding precision tolerances on valve seat concentricity. This allows the valves to seal securely to eliminate any leak down and increase cylinder pressures during engine operation.

All Edelbrock cylinder heads feature patented Clean Cast Technology™, a revolutionary process that eliminates casting flaws and promotes a smoother internal surface finish for greater air and coolant flow. These benefits provide more power and increased cooling ability right out of the box. A unique dual spark plug pocket design allows you to use both the factory style tapered seat spark plug or gasketed seat spark plugs that are available in wider heat ranges for maximum tunability.



Part #	Runner	Chamber	Spark Plugs	Valve Size		Valve Train	Max. Lift	Valve Springs	Retainers	
				In.	Ex.				Part #	Material
7764	210cc	64cc	Angle	2.000"	1.550"	Hyd. Roller	.660"	Dual	713-16	Chromemoly Steel
7763	210cc	64cc	Angle	2.000"	1.550"	Hyd. Roller	.570"	Beehive	774-16	Chromemoly Steel
77617	210cc	64cc	Angle	2.000"	1.550"	-	-	-	776-17	-

E-SERIES™ HEAD BOLT KITS

Edelbrock® E-Series Head Bolt Kits are a high-quality replacement set of bolts with washers for engines equipped with Edelbrock Performer RPM® Aluminum Cylinder Heads.

- Kits include required elongated bolts and washers necessary for use on aluminum heads
- Yield tensile strength of 190,000 psi for increased strength and reliable loading
- Filleting throughout eliminates stress risers
- Heat-treated and rolled bolt threads increase strength
- Small hex head provides extra socket clearance
- Durable black oxide finish



Description	Part #
AMC Pre-1970 V8 Edelbrock Performer & Performer RPM AMC 7/16" Head Bolt Kit	85312
AMC 1970-Later Edelbrock Performer & Performer RPM 1/2" Head Bolt Kit	85322
Buick Head Bolt Kit	85032
Chevy Small Block Head Bolt Kit	85502
Chevy Big Block Head Bolt Kit	85512
Chevy 60809-60819 409 Performer RPM Head Bolt Kit	85812
Chrysler Head Bolt Kit	85552
Chrysler 440 Head Bolt Kit	85912
Chrysler 77919-77929 Big Block Victor® Head Bolt Kit	85922
Dodge 5.2/5.8L Magnum Performer RPM Head Bolt Kit	85772
Ford 289-302 Head Bolt	85522
Ford 351W Head Bolt Kit	85532
Ford FE Head Bolt Kit	85572
Ford 351C Performer RPM Head Bolt Kit	85602
Jeep 4.0L I6 Head Bolt Kit	85332
Oldsmobile Head Bolt Kit	85582
Pontiac Head Bolt Kit	85492
Pontiac Pre-3/15/02 Head Bolt Kit	85562
Pontiac D-Port Edelbrock Performer Head Bolt Kit	85612

EVOLUTION™ HYDRAULIC ROLLER LIFTERS

WITH HYDRAULIC CARTRIDGE TECHNOLOGY

Patent No. 11,136,907

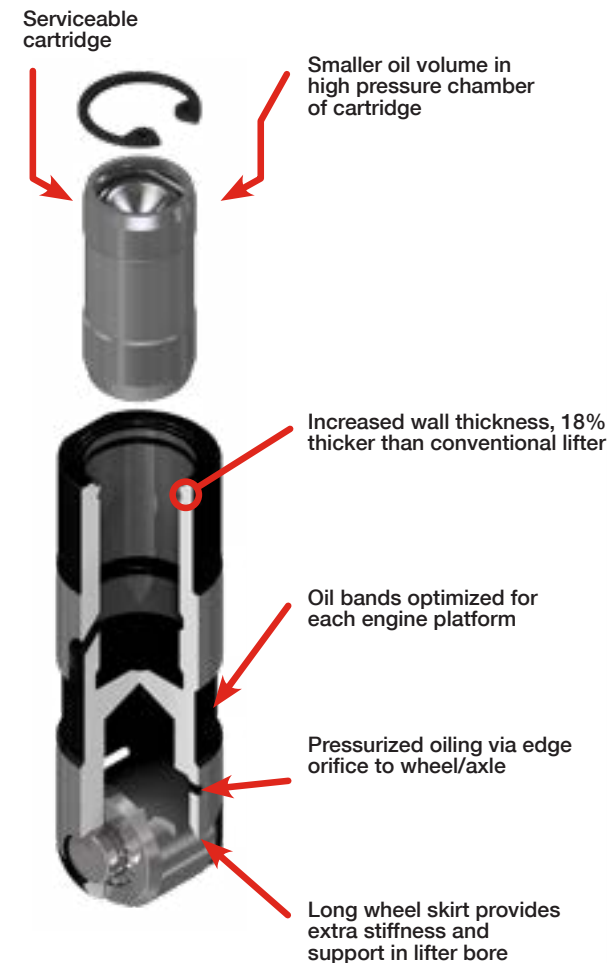
COMP Cams® Evolution Hydraulic Roller Lifters are the first lifters EVER created using the newly patented Hydraulic Cartridge Technology (HCT)! This revolutionary design offers the most reliable performance of any lifters in the aftermarket. A combination of a self-contained hydraulic cartridge within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

The smaller volume within the hydraulic cartridge creates one of the most responsive and quietest lifters on the market today. Startup noise is greatly reduced and a precision-controlled bleed down rate ensures excellent performance at high RPM. The cartridge design allows for an incredibly stiff lifter body that greatly reduces body distortion and further ensures consistent hydraulic performance.

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

Make	Description	Diameter	Seat Height	Part #
OE-STYLE NO LINK BAR HYDRAULIC ROLLER LIFTERS				
Chevrolet & GM LS	Small Block 305 and 350, Use in Blocks Originally Equipped w/Hydraulic Roller Cam (1987-Present Including Gen II, III, IV & V Engines)	.842"	2.660"	85001-16
Dodge	Gen III HEMI 5.7L, 6.1L, 6.2L, 6.4L	.842"	3.150"	85601-16
RETRO-FIT LINK BAR HYDRAULIC ROLLER LIFTERS				
Chevrolet	Small Block 265-400, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam, Tall Body Fits Both Standard Blocks & Tall Lifter Bore Aftermarket Blocks	.842"	2.475"	85301-16
	Big Block 396-454, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam, Tall Body Fits Both Standard Blocks & Tall Lifter Bore Aftermarket Blocks	.842"	2.475"	85401-16
	Big Block 348, 409, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam, Tall Body Fits Both Standard Blocks & Tall Lifter Bore Aftermarket Blocks	.842"	2.475"	89591-16
GM LS/LT	LS Series Captured Link Bar Retro-Fit Roller Lifter for 1997-Up, Fits Factory, LSX & Warhawk Blocks	.842"	2.660"	89571-16
Chrysler	Small Block 273-360, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam	.904"	2.300"	89201-16
	Big Block 383-440, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam	.904"	2.300"	89211-16
Ford	Small Block 289-302-351W, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam	.875"	2.600"	89311-16
	Big Block & FE 390-428, 429, 460, Retro-Fit Roller Lifter for Early Model Blocks Originally Equipped w/Flat Tappet Cam	.875"	2.600"	89341-16
Oldsmobile & Pontiac	Oldsmobile & Pontiac, Retro-Fit Roller Lifter for Blocks Originally Equipped w/Flat Tappet Cam (Will Not Clear Stock Intake on Small Block Oldsmobile or Edelbrock #3711 Intake)	.842"	2.475"	85701-16

LESS NOISE WITH BETTER PERFORMANCE



HIGH ENERGY™ TIMING CHAIN

FOR 2009+ DODGE HEMI ENGINES W/VVT

The High Energy Timing Chain for 2009 and later Dodge HEMI VVT applications provides exceptional durability in stock to mild performance applications.

- Works with factory cam phaser and crank gear so no need to replace expensive gears
- Chain features thicker plates than OE version, offering 10% more tensile strength
- 3/8" pitch inverted tooth chain with 74 links exceeds OEM timing chain



Description	Part #
High Energy Timing Chain for 2009+ Dodge HEMI Engines w/VVT	3050

MAX-LIFT BSR SHAFT ROCKERS

FOR GM GEN V LT ENGINES

COMP Cams® introduces a GM Gen V LT application to its Max-Lift BSR Shaft Rocker System line-up – a bolt-in, patent-pending, bushed shaft rocker system that allows for higher level performance. Tying pairs of rocker arms together improves valve train dynamics, increases valve train stiffness and reduces deflection. The use of a tri-layer bushing instead of needle bearings reduces deflection, which then allows for increased rigidity and decreased rocker pad wear.

The increased valve train stiffness makes the same camshaft perform like a slightly larger cam as more of the lobe lift is transferred directly to the valve train instead of being absorbed by deflection in the cylinder head and single-bolt rocker mounting design. The system also allows the use of higher lift, more aggressive cams before the valve train goes out of control. The Max-Lift BSR Shaft Rocker System ensures the rocker pad and valve tip remain parallel through the contact sweep, allowing the rocker to safely sweep up to .675" valve lift.

- Fully assembled with proven stock rocker bodies
- Easily bolts into stock rocker stand
- Available for GM Gen V LT1/LT2/LT4/LT5/L86*



*Does NOT fit GM Gen V L83 (5.3L) cylinder heads

Description	Part #
Max-Lift BSR Shaft Rocker System for GM Gen V LT Engines	1987-16



ROCKER ARM STUD KITS

FOR GM LS AND DODGE HEMI ENGINES

- Aid during installation of shaft mount rocker systems by guiding rocker assembly into position
- Allow for improved clamping load for a more rigid, stable and high revving valve train assembly
- Prevent thread fatigue and pulling of threads in aluminum heads
- 12 Point flange nuts provide ample clearance to rockers for maximum lift potential
- Rounded nose on top of stud prevents cross threading during assembly
- High-strength grade 12.9 hardware

Description	Base Thread	Stud Dia.	Effective Stud Length	# of Rocker Studs & Flange Nuts	Part #
Rocker Arm Stud Kit for GM LS1/LS3	M8	10mm	65mm	16	4582-KIT
Rocker Arm Stud Kit for GM LS7/LT	M8	10mm	52mm	16	4587-KIT
Rocker Arm Stud Kit for Dodge Gen III HEMI	M8	10mm	67mm	20	4589-KIT

LSX_{HR}™ 103MM INTAKE MANIFOLD

FOR GM LS CATHEDRAL PORT ENGINES

This FAST® polymer tunnel ram-style intake manifold is ideal for generating maximum power in boosted and naturally aspirated GM LS cathedral port engines. The FAST LSX_{HR} 103mm Intake Manifold ships with a set of “tall” removeable velocity stacks, however “medium” and “short” stack options can be purchased separately. This allows interchanging of the various runner lengths so racers can experiment with finding which combination makes the most power in their application. Its polymer construction is not only lightweight and high strength but also virtually eliminates power-robbing heat soak that occurs with commonly available aluminum intake manifolds. The manifold has been optimized to make power from 5,000 to 7,500 RPM, with testing showing 20+ horsepower gains over competitor tunnel ram intake manifolds.

The FAST LSX_{HR} 103mm Intake Manifold is designed specifically with boosted applications in mind and is rated for up to 45psi of continuous boost pressure. The compound fuel injector angle aims the spray pattern for ideal atomization, resulting in maximum power production and superior drivability. Also included with the intake manifold are custom fuel rails and necessary hardware.

A reversible top allows for forward- or firewall-facing throttle body installations. The intake manifold also features two nitrous nozzle bosses per runner for clean and easy direct port system installations. Additionally, its 103mm throttle body opening can be port matched up to 105mm.

- Lightweight and strong polymer construction
- Virtually eliminates heat soak
- Rated for up to 45psi of boost pressure
- Custom fuel rails and hardware included
- Forward- or firewall-facing throttle body installation
- 20+ HP gain over competitor tunnel ram intake manifolds



DESCRIPTION	PART #
LSX _{HR} 103mm Intake Manifold – LS Cathedral Port	146303
OPTIONAL VELOCITY STACKS	
LSX _{HR} Tall Stacks – Set of 8	146072-8
LSX _{HR} Medium Stacks – Set of 8	146073-8
LSX _{HR} Short Stacks – Set of 8	146074-8

TRIPLE-DISC, BOLT-TOGETHER 8HP70 TORQUE CONVERTER

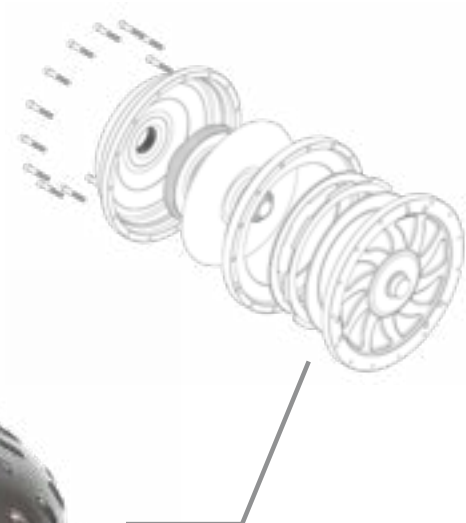
FOR DODGE GEN III HEMI ENGINES

The TCI® 8HP70 Triple-Disc, Bolt-Together Torque Converters feature a bolt-together design that allows for easy disassembly and do-it-yourself service. Removing the billet front provides access to the entire lock-up assembly, turbine, stator and bearings for servicing or future vehicle modifications.

The patent-pending design features a triple-disc lock-up clutch with a carbon friction material with significantly higher torque capacity than other aftermarket converters and designed to withstand the punishment of continuous slip lock-up control. CNC-billet construction provides increased strength over traditional stamped steel converters and reduced ballooning, while a furnace-brazed impeller and turbine and tig-brazed turbine fins add to durability. The effective diameter of the clutch in conjunction with the triple-disc configuration provides for significantly higher torque capacity over the stock clutch.

Pair up with a [COMP Cams® Stage 3 HRT Camshaft](#) to add significant engine power reduced ETs – 0-60 MPH times dropped an astonishing full second; 0.7s in the 1/8 mile and OVER 1 second in the 1/4 mile.

Description	Part #
Triple-Disc, Bolt-Together 8HP70 Torque Converter – 2,600-2,800 RPM Stall Speed	147000
Triple-Disc, Bolt-Together 8HP70 Torque Converter – 3,000-3,200 RPM Stall Speed	147001
Triple-Disc, Bolt-Together 8HP70 Torque Converter – 3,700-3,900 RPM Stall Speed	147002



PREMIUM SERIES FLEXPATES

FOR GM AND FORD ENGINES

TCI® introduces new premium flexplates for a variety of stock to mild performance GM and Ford applications.

- Upgrade replacement for factory units
- Precision manufactured to meet or exceed OEM standards, ensuring excellent fitment
- Durable E-Coat finish which prevents corrosion from salt and road grime
- Longer usable life than stock equivalent piece
- Spin balanced to ensure vibration-free operation
- Meets factory balance specifications for both internally and external balance engines

Transmission Type	Engine	Balance	Remarks	Part #
GM	SBC	External	10.75" Bolt Pattern, 153-Tooth	399601
GM	SBC	Internal	Dual Bolt Pattern, 168-Tooth	399602
GM	400	External	Dual Bolt Pattern, 168-Tooth	399603
GM	454	External	Dual Bolt Pattern, 168-Tooth	399604
GM	454	Internal	Dual Bolt Pattern, 153-Tooth	399605
GM	1986-94 (1 Pc. Rear Main Seal)	External	Dual Bolt Pattern, 168-Tooth	399606
Ford	221-302	50 oz.	10.5" Bolt Pattern, 157-Tooth	529102
Ford	221-302	28 oz.	10.5" Bolt Pattern, 157-Tooth	529103
Ford	221-302	Neutral	11.5" Bolt Pattern, 164-Tooth	529104
Ford	221-302	28 oz.	11.5" Bolt Pattern, 164-Tooth	529105

131-TOOTH INTERNAL BALANCE FLEXPATE

FOR DODGE GEN III HEMI ENGINES

This Gen III HEMI Flexplate is SFI 29.1 certified, making it the perfect upgrade for your high horsepower street or race car. This flexplate is manufactured from .177" thick 4140 billet steel, ensuring ultimate strength and durability. It also features a 10.75" torque converter bolt pattern, allowing it to adapt to most universal torque converters. The E-coat gives the flexplate a stunning black finish and will prevent damage from salt and road grime.



Description	Part #
131-Tooth Internal Balance Flexplate for Dodge Gen III HEMI	149186



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 Edelbrock Group is comprised of some of the most iconic designers, manufacturers and distributors of performance parts for the automotive aftermarket.

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