Small Block Ford Electronics Upgrade Kit
Part #35110 & #35120

TABLE OF CONTENTS

Introduction....1
Components....2
Preliminaries....3
Installation....4
Main System Harness....5
Ignition System....10
Software Installation....12
Calibration Selection....13
System Start-Up....14
Electronic Engine Management....16
Pro-Flo Quick Tuning Guide....17
Optional PC Tuning....18
Calibration Module Flowchart....19
Parts and Part Numbers....20
Service & Warranty....22

INTRODUCTION

Thank you for selecting the Edelbrock Pro-Flo 2 Electronics Upgrade Kit. This upgrade kit has been designed for small-block Ford engines that are already equipped with the original Pro-Flo Fuel Injection System, and is designed to provide improved performance, fuel economy, and tunability. Installation of the Pro-Flo 2 Electronics Upgrade Kit only requires swapping wiring harnesses and ECUs, though you will need to recalibrate your fuel and spark maps from scratch. Each modification is described in a separate section in this manual, but you may find it helpful to have your original installation instructions available as a reference (these are available for download at www.Edelbrock.com). Please study these instructions carefully before beginning installation of any part of the Pro-Flo 2 Electronics Upgrade Kit.

If you have any questions, do not hesitate to call our EFI Technical Hotline at (800) 416-8628, 7am-5pm PST, Monday-Friday

(In order to properly relay your call, please press 1 at the prompt to select Automotive Products, followed by 3 to select EFI-Electronics then 1 again for Multi-Point EFI.)

Our EFI Technical Support staff can also be reached via email at: EFItech@Edelbrock.com

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PRIMARY KIT COMPONENTS

- ❑ Electronic Control Unit/System ECU
- ❑ Main system harness
- ❑ Installation package
- ❑ USB/Serial Converter
- ❑ Calibration Module
- ❑ Software CD
- ❑ Ignition Harness

Many Pro-Flo 2 components, including the Manifold Absolute Pressure sensor, fuel pressure regulator, Coolant Temperature sensor, and the fuel filter are standard OEM pieces. In the event that one of these parts needs to be replaced, you are likely to find a replacement at your local parts supplier, in addition to your local Edelbrock dealer or directly from Edelbrock. For a list of part numbers, refer to the **PART NUMBERS** section at the back of this manual.

NOTE: The original fuel and spark maps saved in your existing Pro-Flo ECU cannot be transferred to the new Pro-Flo 2 system. New fuel and ignition maps will need to be generated from scratch through the tuning process described in the Pro-Flo Quick Tuning Guide portion of this manual.

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TOOLS AND EQUIPMENT

Use the following checklist for items needed.

- ❑ Box and open end wrenches
- ❑ Socket set
- ❑ Screwdrivers (regular and Phillips)
- ❑ Timing light
- ❑ Vacuum gauge

HARDWARE AND PARTS RECOMMENDED

Use the following checklist for items needed.

- ❑ Wiring diagram for your vehicle
- ❑ Dynojet wideband commander (Optional, not included)
- ❑ DB9 Serial cable (Optional, not included)

PRELIMINARY CHECKLIST

1. **CAREFULLY STUDY AND UNDERSTAND ALL INSTRUCTIONS, BEFORE BEGINNING THIS INSTALLATION.**
   NOTE: This installation can be accomplished using common tools and procedures. However, you should have a basic knowledge of automotive repair and modification and be familiar with and comfortable working on your vehicle. If you do not feel comfortable working on your vehicle, it is recommended to have the installation completed by a professional mechanic.
2. **Examine the Pro-Flo 2 kit for possible shipping damage. If damaged, contact your dealer immediately.**

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INSTALLATION

Before beginning, remove the existing main system harness, ignition amplifier and ignition amplifier harness. The Pro-Flo 2 system does not require an ignition amplifier. The ignition signal is now sent directly to the coil. You will reuse the existing coil harness. The small three connector ignition amplifier harness is no longer required.

1. Inspect the new Main System Harness, making sure that all connectors and grounds are properly in place. Refer to the Harness Layout diagram on page 5 for details.
2. Extend the fuel pump relay and ECU connectors through the firewall hole into the passenger compartment.

   NOTE: *The T-connectors at the joints of the Main System Harness are closed by snap fasteners which can be opened by hand or with a flathead screwdriver. Once open, the T-connectors can be rotated for ease of installation, if necessary.*
3. The aluminum plate included on the harness mounts over the firewall hole using four hex head sheet metal screws.
4. The wire harness is assembled with the aluminum plate flush against a T-connector. The black plastic casing on the wire harness can be cut to allow the plate to slide up the harness to the correct location. Once the harness is in place, the casing should be reattached on both sides of the firewall.

   CAUTION: *When feeding the wire harness through the firewall, be careful to not damage the wires against the cut sheet metal.*
5. A rubber grommet is provided to protect the wires in the aluminum plate. Use RTV to seal the plate to the firewall.
6. Install all connectors according to the list and diagrams.

The Throttle Position sensor attaches to the harness with Connector J5.

The Manifold Absolute Pressure sensor attaches to the harness with Connector J17.

ELECTRONIC CONTROL UNIT / SYSTEM ECU

The Electronic Control Unit (**ECU**) must be mounted away from moisture, excessive heat, or vibration. Underneath the dashboard on the passenger side, or behind the glove box are recommended locations.

The Coolant Temperature sensor attaches to the harness with Connector J15.

The Manifold Air Temperature sensor attaches to the harness with Connector J16.

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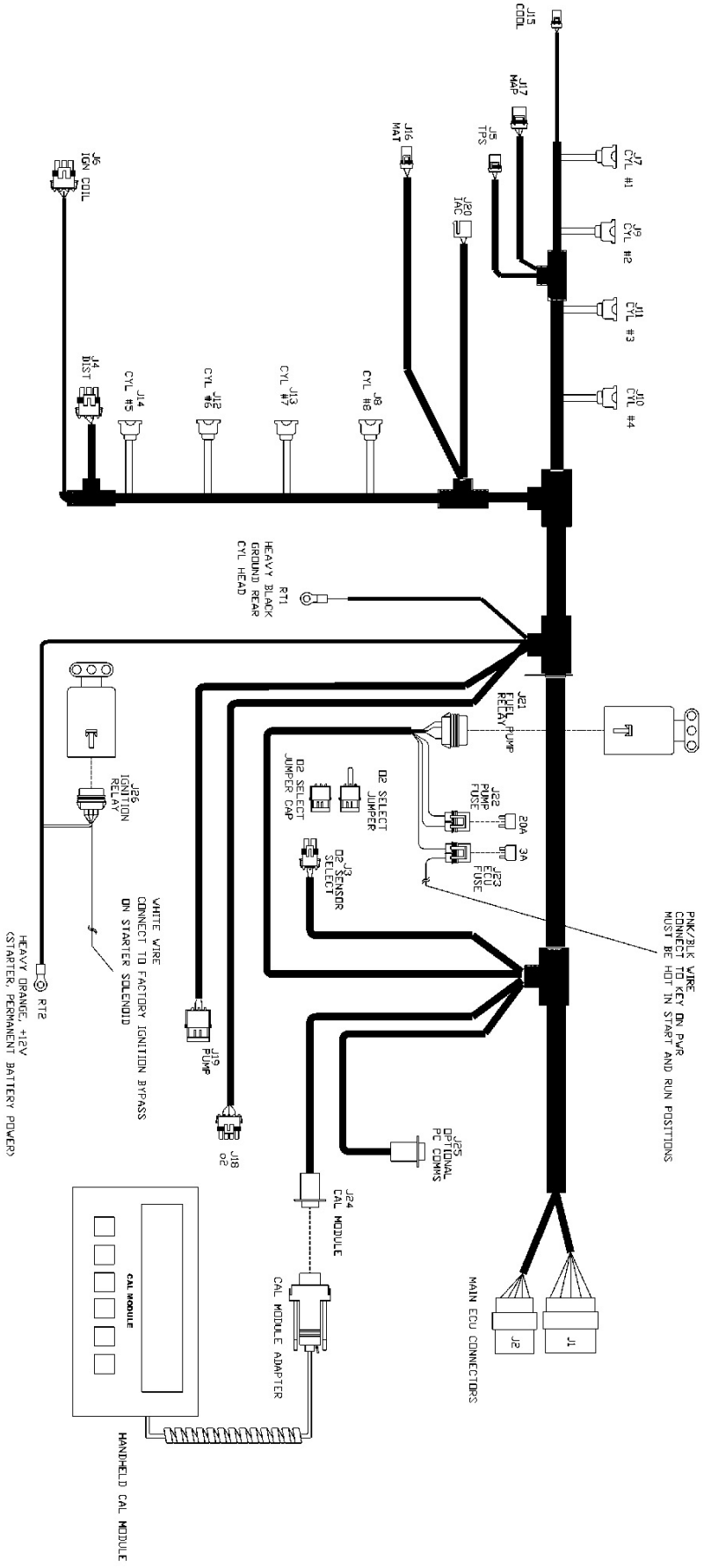
HARNESS LAYOUT



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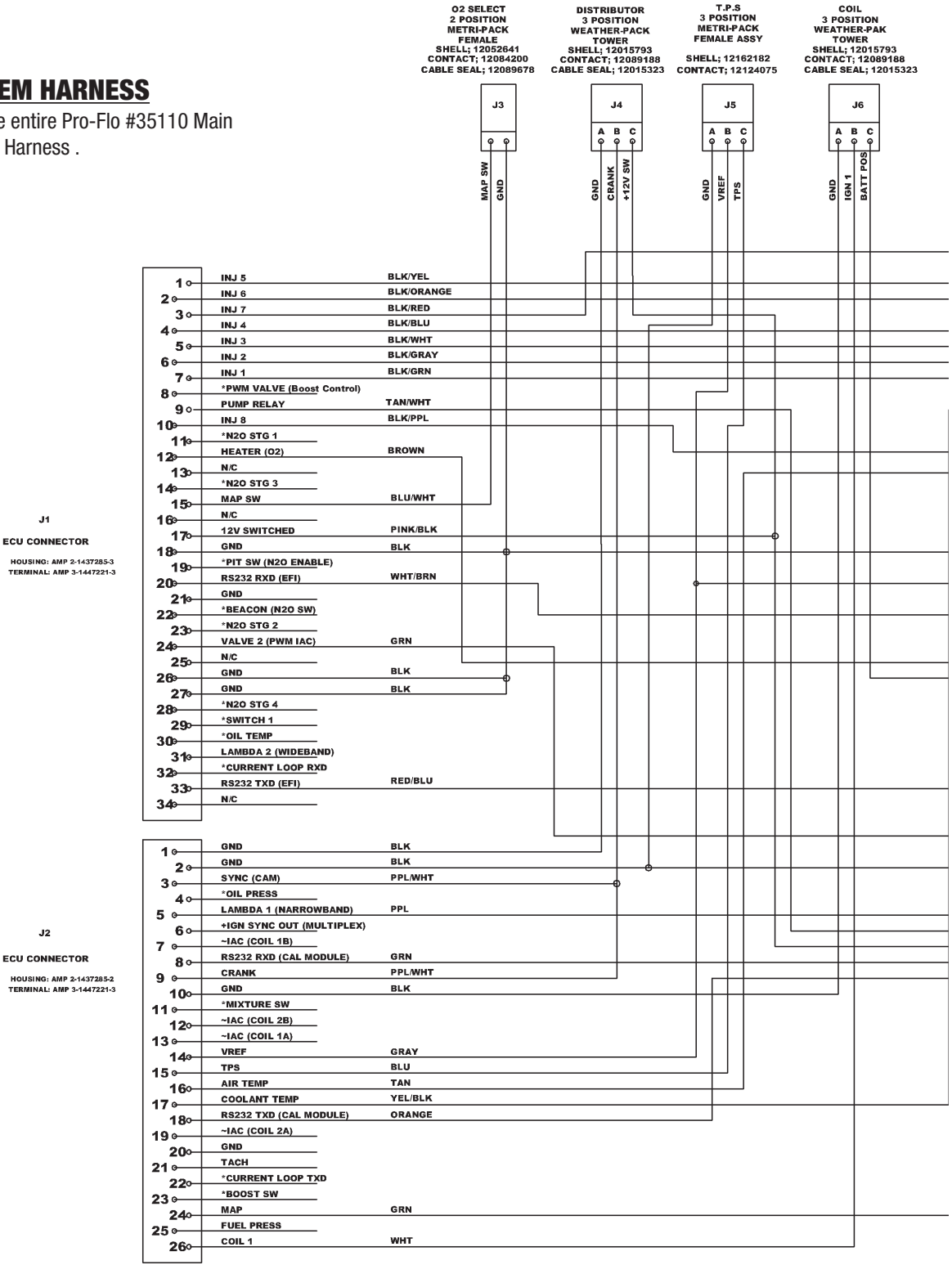
MAIN SYSTEM HARNESS

This diagram illustrates the entire Pro-Flo #35110 Main System Harness .



*** PRO FLO XTR SYSTEMS ONLY**

~ PRO FLO XT/XTR SYSTEMS ONLY

+ FOR USE WITH MULTIPLEX COIL DRIVER ONLY

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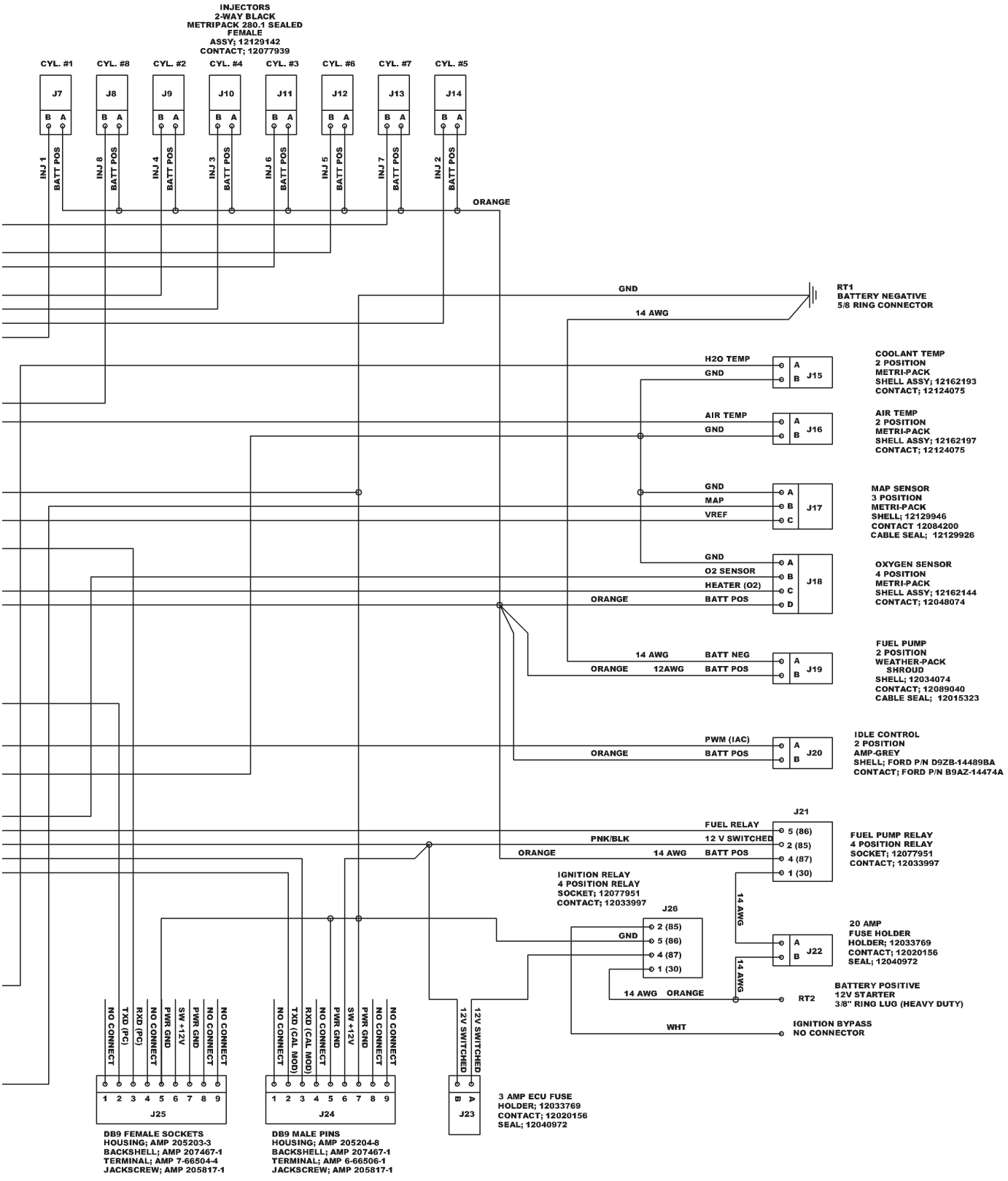

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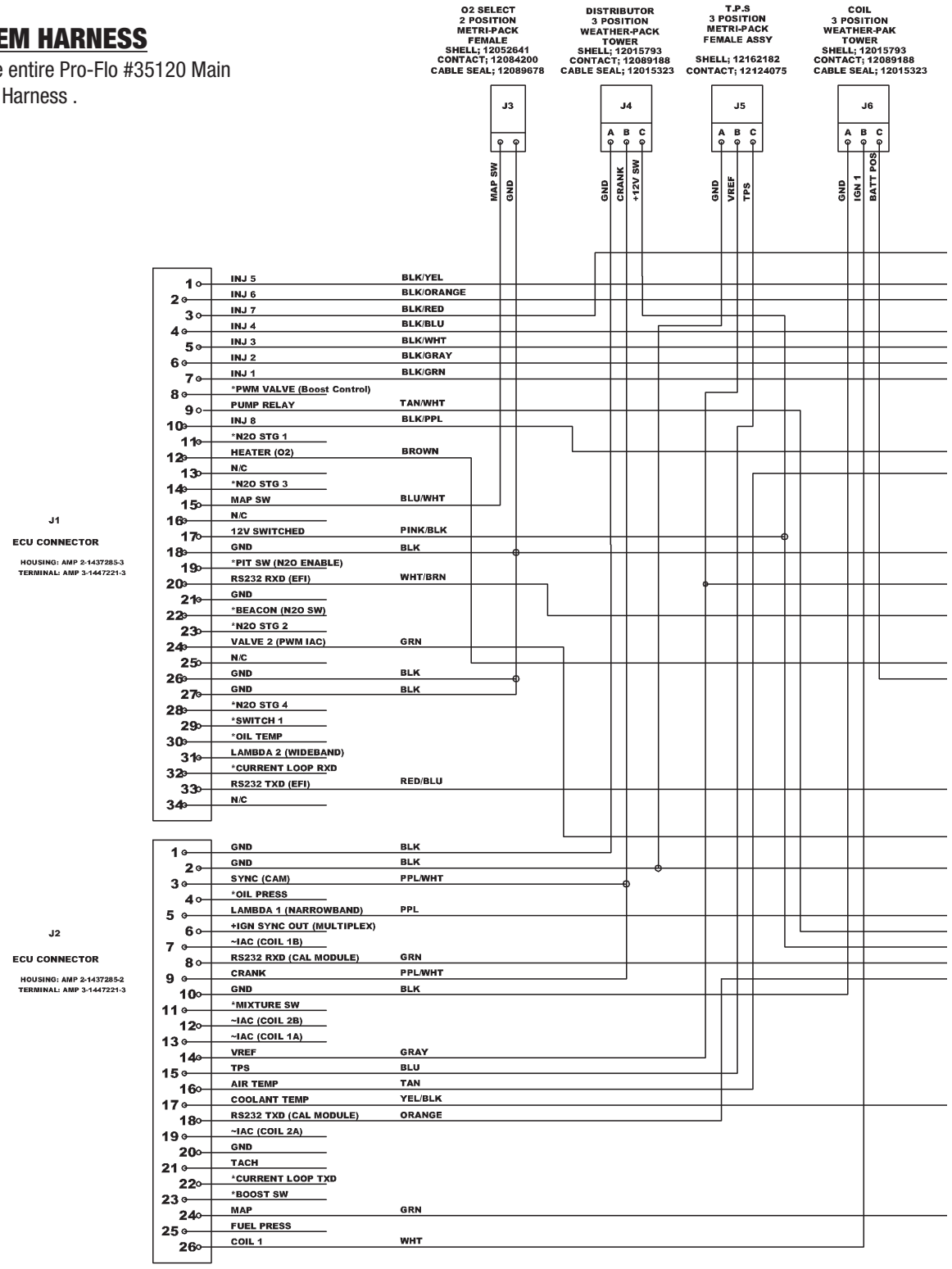
MAIN SYSTEM HARNESS

This diagram illustrates the entire Pro-Flo #35120 Main System Harness .



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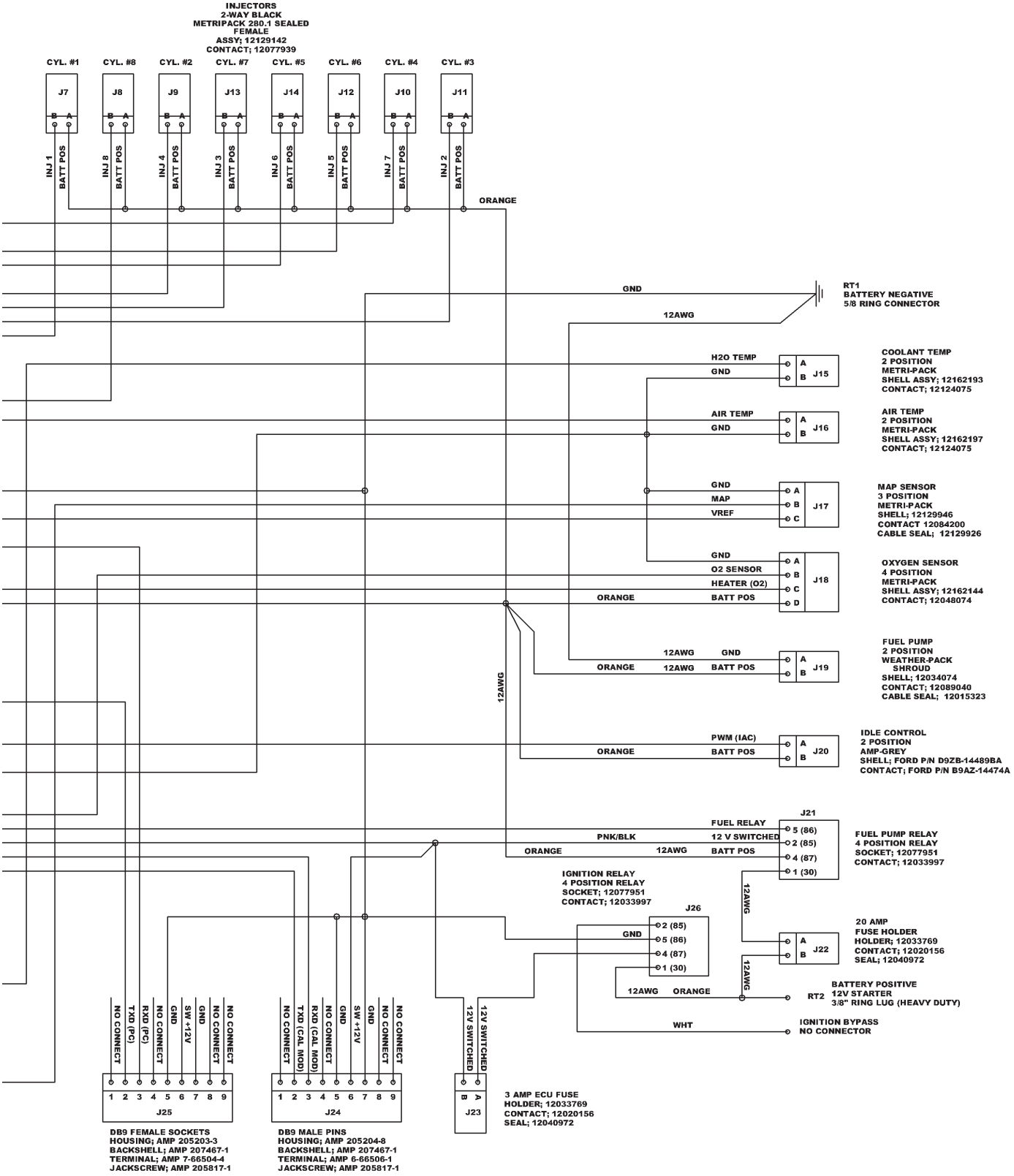

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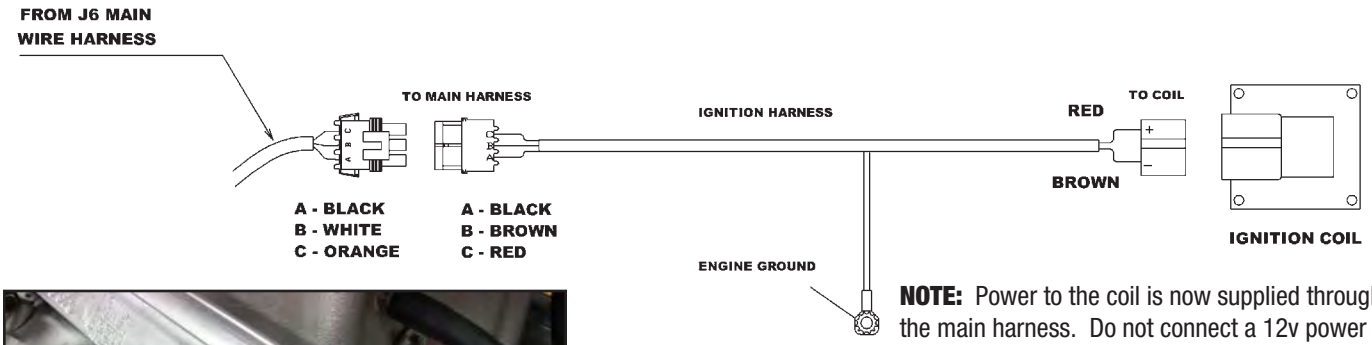
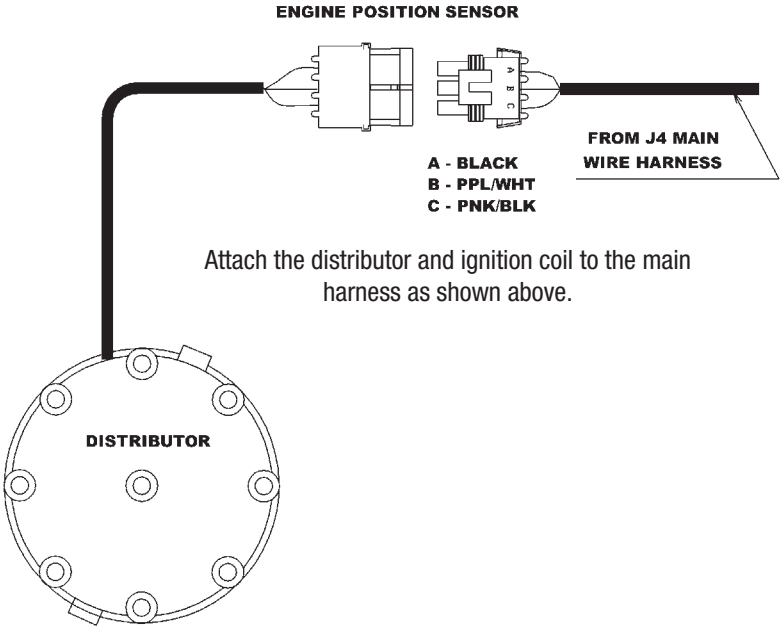


NOTE: Power to the coil is now supplied through the main harness. Do not connect a 12v power wire to the coil's positive (+) terminal.

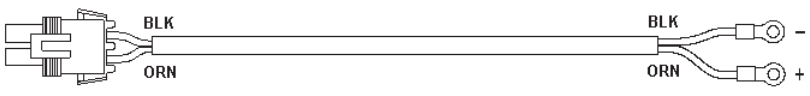
The fuel injector connectors are identical, but they are placed in logical sequence. Refer to the diagram when installing the harness connectors to the fuel injectors. In addition to the Main System Harness, the Pro-Flo system includes these shorter harnesses:

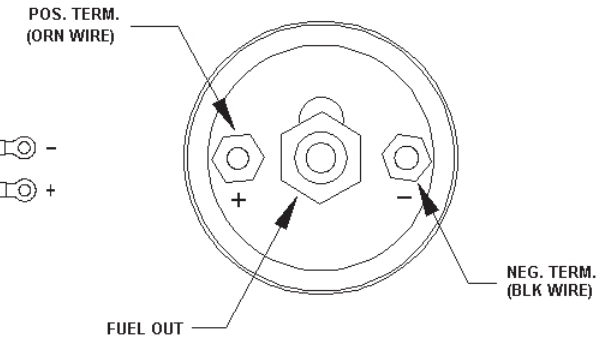
A. Ignition Coil to Main System Harness
B. Fuel pump to Main System Harness

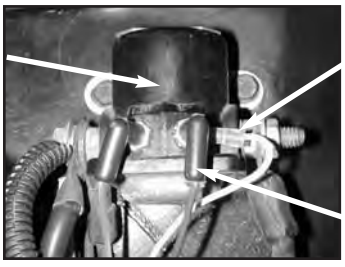


Attach the distributor and ignition coil to the main harness as shown above.

A. The ignition coil to main system harness connects the main harness to the ignition coil through connector J6. The ring terminal included in the short ignition harness must be grounded to the engine. Cylinder head accessory bolt holes or intake manifold bolts work well. The coil connector attaches to the ignition coil. The red wire is positive and the brown wire is negative.
B. The fuel pump harness attaches to the main harness at connector J19. The ring terminals attach to the positive (+) and negative (-) terminals on the fuel pump. A sleeve and tie-wrap are provided to fit over the positive terminal once the connector is installed. This sleeve prevents the clamp from shorting to the fuel pump terminals.







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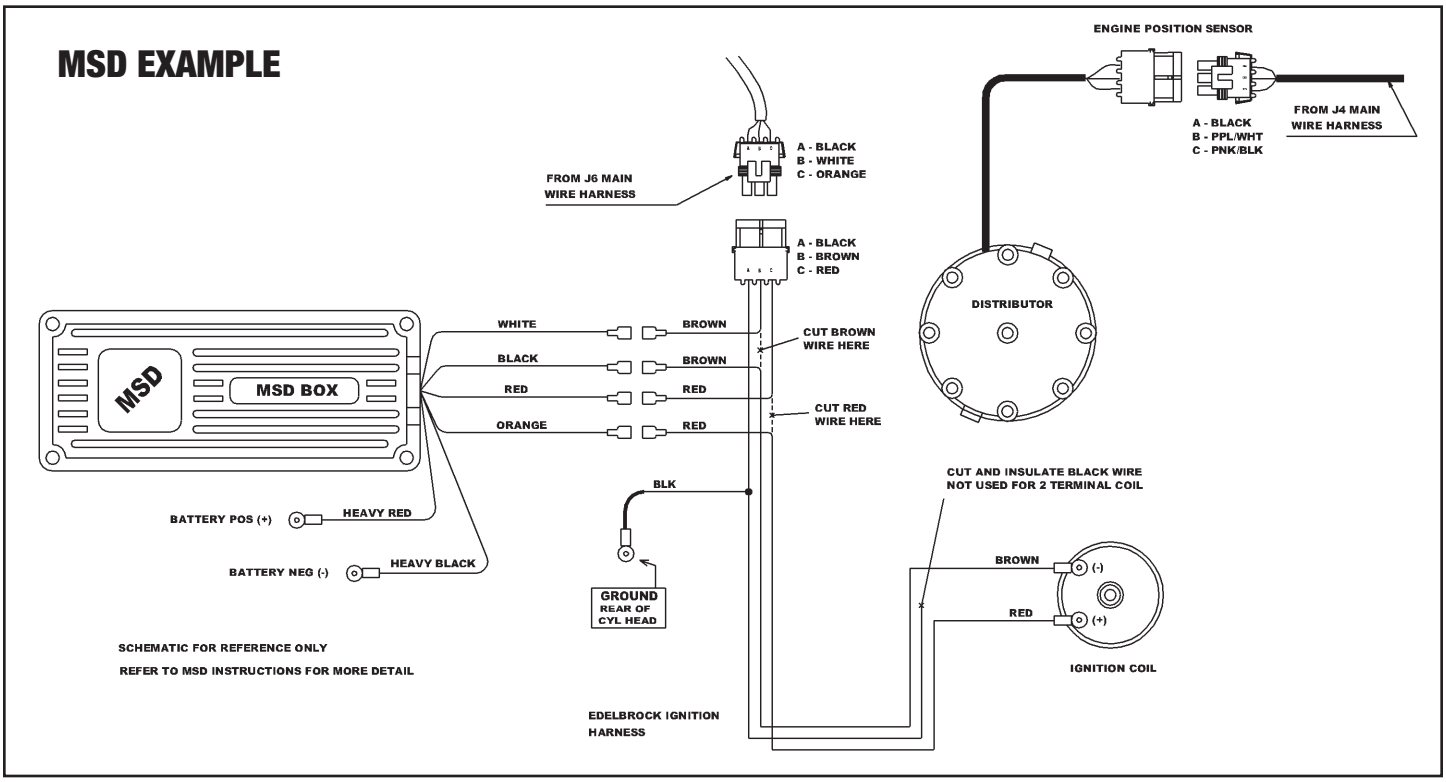
ADDING AFTERMARKET IGNITION

If you are wishing to use a MSD 6AL or MSD 6-Digital ignition with your Pro-Flo fuel injection, follow the wiring diagram below.

NOTE: *When installing the MSD box, keep the red battery lead and the main MSD box AWAY from the ECU and it's wires. Failure to do so will cause serious communication and running issues.*



OTHER APPLICATIONS

The Pro-Flo system has been designed and calibrated specifically using the small-block Ford with large-valve style cylinder heads (such as Edelbrock's Performer RPM Street Cylinder Heads with 2.02-inch valves) and tubular headers as a baseline.

It is unlikely that every engine on which the Pro-Flo system is installed will match this baseline combination. The system can be used with similar applications, as long as the correct chip matching your cam profile is installed in the computer and necessary fuel calibration adjustments are made. If your small-block Ford is not a 302 or 351W, does not have headers, and uses small-valve style cylinder heads (such as aluminum heads with 1.94-inch valves), it may require more tuning adjustments. For further information refer to the SYSTEM SET-UP SECTION of the Owner's Manual.

If you are running small-valve heads and/or you are not using tubular headers, it may be necessary to reduce fuel at WOT from 4000 rpm and up. Refer also to the SYSTEM SET-UP section in the Owner's Manual. Use the FUEL @ WOT screens (located under FUEL MODIFIERS) to adjust the fuel at each available RPM.

WARNING: Watch the Rich/Lean light on the Calibration Module. If the light indicates a lean condition (red) for more than a fraction of a second at 06" vacuum or WOT you are too lean for safe engine operation at full load.

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INSTALLING THE SOFTWARE

The software package included with the Pro Flo kit is required to load the initial calibration file into your ECU. An optional software package called *System Editor* is also included on the supplied CD-ROM.

NOTE: All ECUs are shipped pre-programmed with the 3514 calibration. If your application uses the 3514 calibration according to the table on the next page, you do not need to load a new calibration.

To install the software, load the supplied CD into your PC's CD drive. The installation routine should auto run. Follow the onscreen prompts to install the software.

eFlash is a stand alone system that can be used to load calibration files or different firmware versions onto an ECU using any Windows compatible PC. A laptop is not required. The system includes a DC power source that can be plugged into any standard wall socket. It will provide power to the ECU and allow two way communication without having to install the ECU in the vehicle. Tuning can then be done using the handheld module. In addition to allowing flash programming, eFlash has several additional features that can be useful.

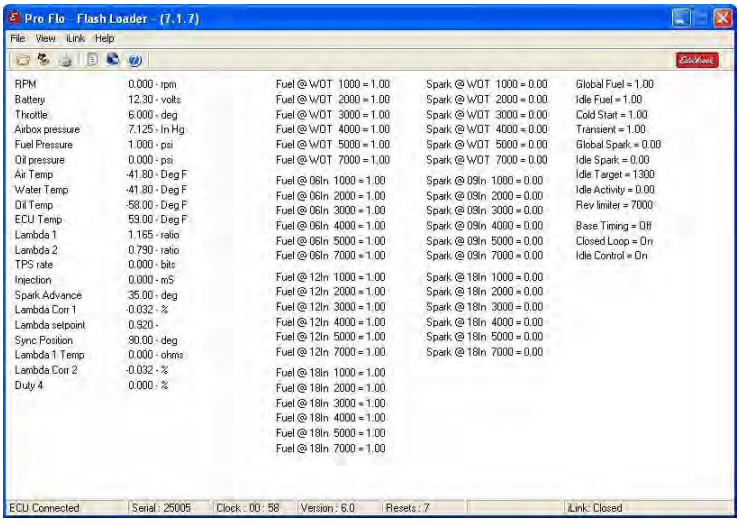
- It displays all ECU data real time in one consolidated view.
- It displays all calibration module trims and modifications in one view so you can see them at a glance.
- It allows Edelbrock tech support personnel to view your ECU data real time using the iLink feature (internet connection required)
- It allows you to send your existing calibration file to Edelbrock tech support personnel using the iLink feature (internet connection required).
- It allows the user to perform software updates if necessary.

To connect the ECU to your PC, plug the 34 pin ECU connector into the ECU. The connector will only plug in one way. Connect the DB9 serial connector to your PC either directly or through an extension cable (not included). Plug the AC Power Adapter into a standard wall socket.

NOTE: A USB to Serial converter is included with the kit to be used if your PC does not have a 9 pin serial port. Connect the USB end of the adapter to your PC and the serial port (9 pin) end to the power adapter harness. Follow the instructions included with the USB adapter to install the appropriate drivers. Go to File - Port Settings in eFlash and select the com port that matches the location of the adapter.

Shortcut to eFlash

To open the eFlash utility double click on the eFlash desktop icon.



Confirm that the ECU is connected and communicating with eFlash. "ECU Connected" should be displayed in the lower left hand corner as shown to the right.

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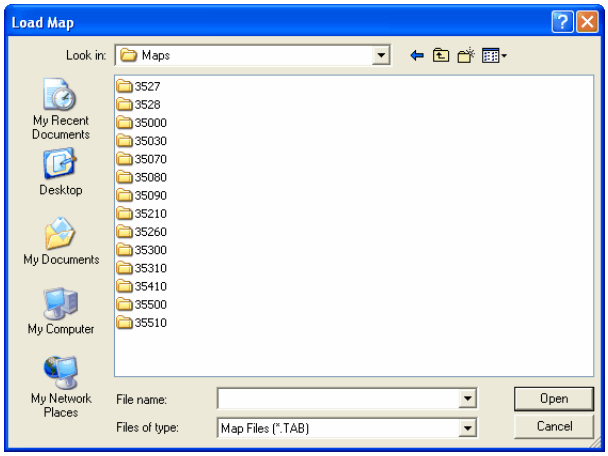
SELECTING THE PROPER CALIBRATION

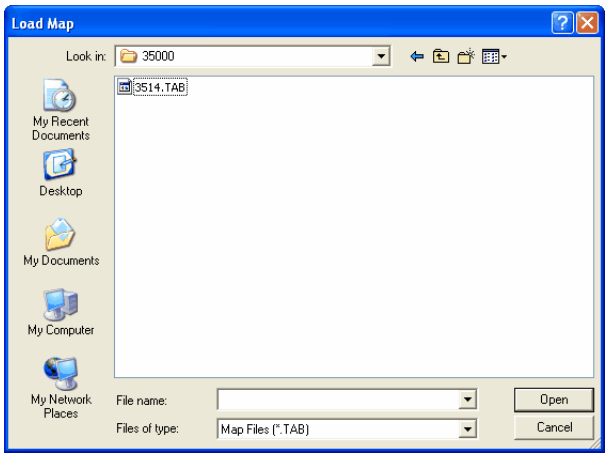
Please refer to the calibration selection guide on the CD to determine the appropriate calibration for your application to load into the ECU. Use caution if using the calibration included in the ECU from the factory as it may need extensive changes to achieve a proper tune and could cause engine damage if not corrected.

To load a new calibration file into the ECU, go to File - Load New Map

NOTE: Edelbrock recommends a minimum of 112° for intake lobe seperation angle on all Pro-Flo EFI applications. A value less than this may make tuning more difficult depending on the intake duration.

The calibration files are saved in folders identified by kit part number. Double click on the folder with your kit part number, then select the calibration that corresponds to your camshaft duration. The eFlash utility will load the calibration into your ECU. Follow the on screen prompts to complete the process. When the software prompts you to cycle power, simply remove the connector from the ECU, wait 5-10 seconds, then plug it back in and hit OK. When finished, close the eFlash program and disconnect the power adapter connector from the ECU. You are now ready to connect the ECU to the vehicle harness. Additional information can be found in the help file included in the software.





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SYSTEM START-UP

Once the Edelbrock Pro-Flo system has been installed, there are a few procedures you must follow to break-in the system. Carefully performing these break-in procedures will ensure best results and optimal performance.

Use this checklist to double-check the following areas **BEFORE** starting the car:

- ❑ Has the battery been reconnected?
- ❑ Have all linkages been reconnected?
- ❑ Has the calibration module been connected to the main harness?
- ❑ Have all wiring harness connectors been connected?

Testing The Sensors

Before starting the engine, test all sensors.

1. Turn the key to the ON position with the Calibration Module connected. The display will read:

RPM: 0 FUEL: 0.0 mS
VAC: 0.0" Hg SPK: 10°

NOTE: *A vacuum reading of other than 0.0" Hg may be displayed depending upon barometric pressure and air temperature. At extreme altitude, the vacuum reading may be as high as 5.0" Hg.*

2. Push the UP ARROW key once to display.

TH2O: 76°F	**TPS: 13°**
TAIR: 77°F	**Volt: 12.0**

NOTE: *The water and air temperatures displayed will vary depending on ambient conditions. The system voltage will vary depending on the condition of the battery.*

3. Move the throttle to test the Throttle Position Sensor (TPS). The TPS reading should vary depending on throttle angle.

4. If the calibration module goes blank while cranking, the system is losing power. Check the Pink/Black wire attached to the 3 Amp fuse for +12V power with the ignition in the crank position and the run position for proper operation.

Setting Base Spark Advance

Use a timing light and the Pro-Flo Calibration Module to accurately set timing.

1. Start the engine
2. The Calibration Module screen will display this screen:

RPM: ø FUEL: 0.0 ms
VAC: 0.0"Hg SPK: 10°

3. Press the DOWN ARROW key once to reach this screen:

<MISC.MODIFIERS>
ENTER to select

4. Press the ENTER key to display this screen:

Target Idle RPM:xxxx
MODE ↓↑ = SCROLL ENTER

5. Press the UP ARROW key six (6) times until the module displays this screen:

Base Tim'g set: OFF
MODE ↓↑ = SCROLL ENTER

6. Press the ENTER key. Press either ARROW key and the screen will display Base Tim'g set: ON.

7. Set the base timing using a timing light and engine running at 1500rpm. Turn the distributor until 10° advance is set.

8. Press the UP ARROW or DOWN ARROW key to turn Base Tim'g set to OFF.

   WARNING: DO NOT DRIVE THE VEHICLE WITH THE BASE TIM'G SET ON. SERIOUS ENGINE DAMAGE MAY RESULT

   NOTE: If you use an advance-type timing light, the degrees advance shown on the Calibration Module (SPRK:) should always agree with the actual reading at the crank with the timing light.

9. Press the MODE key. You can now leave this screen using the UP ARROW or DOWN ARROW keys.

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Idle Adjustment

This procedure is a general recommendation, intended to help you tune up your Pro-Flo® system.

NOTE: *In manual transmission cars, this procedure must be followed with the car in Neutral and with the clutch pedal pressed. In automatic transmission cars, this procedure must be followed with the car in Drive and with the brake pedal pressed.*

Idle Calibration Procedure

- Prior to idle calibration, you need to have completed the "System Start-Up" procedure
- Warm up engine to at least 175°F.

Idle Control

- Using the calibration module, Select MISC. MODIFIERS and, Set Idle Control OFF.

Set Idle Mechanical Stop

- Set the mechanical stop screw so that idle speed in park/neutral is 50-100 RPM higher than you want the engine to actually idle in gear with the idle control turned on. Typically 600 - 1000 RPM depending on the installed camshaft.
- We find 650 RPM a good idle for our Performer-Plus camshaft calibration.

Set Throttle Position Sensor

- Loosen the two Throttle Position Sensor (TPS), mounting screws, and rotate the TPS sensor to a setting of **13 degrees** as observed on the Calibration Module. This setting must be at 13 degrees after the idle adjustment is completed.

Set Idle Fuel Modifier and Idle Spark Modifier

- Using the calibration module, Select MISC. MODIFIERS and adjust Idle Spark and fuel Modifiers to obtain best idle quality. Idle quality will vary with engine design. Fuel and Spark setting will interact, particularly when you approach best settings.
- You must establish a smooth idle prior to using Idle Control. Otherwise, the RPM will surge when Idle Control is turned on.

Save Calibration

- Re-check that the TPS setting is 13 Degrees.
- Using the calibration module, Select MISC. MODIFIERS
- Set IDLE CONTROL ON. Set TARGET IDLE to the same RPM established by the idle stop screw.
- Save calibration settings to “A”

Idle Speed Activity

- Displayed on the calibration module, (Second Data Screen). The displayed value represents the amount of air that is bypassing the throttle blades of the air valve, Normal values range from 5% to 75%. This ensures that the computer can increase or decrease the idle air flow to control idle speed.
- If your have established a "good" idle set up, the RPM will remain nearly constant between in-gear and out-of-gear. The Idle Speed Activity will change 10- 30% as it adjusts the idle speed.
- The value of Idle Activity is 20% when Idle Speed Control is off.

Idle Speed Activity Modifier

- This function is locked out when Idle Control is off as indicated by "XXXX" in the Target idle display on the Calibration Module Display.
- The Idle Speed Activity Modifier biases the Idle Activity duty cycle, +/50%, this has the effect of changing RPM control loop response time.
- We recommend that this value be set to zero modification except in extreme cases.

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ELECTRONIC ENGINE MANAGEMENT

The Edelbrock Pro-Flo system uses the Speed-Density method of electronic engine management, in which fuel and spark requirements are based on engine speed (RPM) and engine load (manifold pressure and temperature).

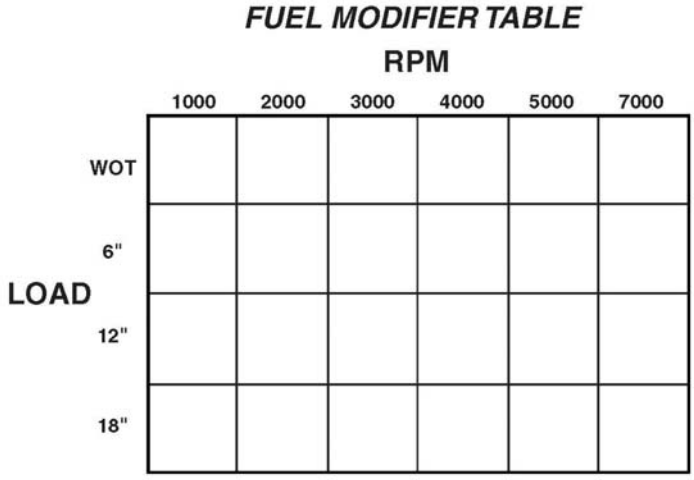
The Electronic Control Unit (ECU) receives signals regarding engine speed (from the distributor), and the three load factors consisting of coolant temperature (ECT), Manifold Absolute Pressure (MAP) and air temperature (MAT). Once the ECU has determined the engine operating point (RPM and Load factor), it uses tables programmed into it to instantly calculate correct spark advance and injector pulse width.

The Pro-Flo system displays vacuum rather than the less-familiar manifold pressure. This vacuum reading is based on the following SAE standard atmosphere:

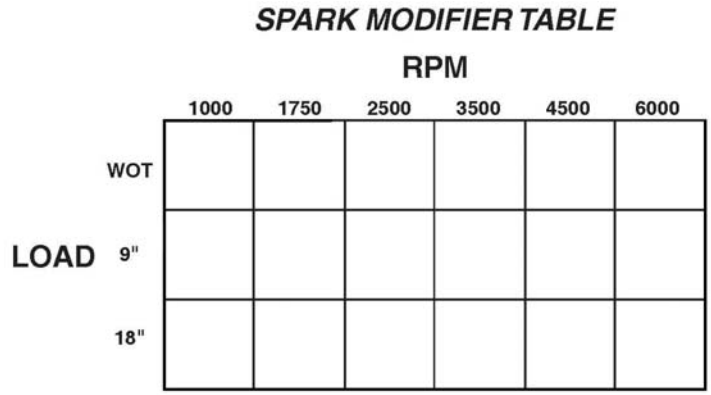
Barometer 29.5 in Hg
Temperature 77°F

Because of this, the vacuum figures displayed on the Calibration Module may differ from the vacuum indicated by a true vacuum gauge, particularly at extreme high or low altitude.

FUEL MODIFIER TABLE



SPARK MODIFIER TABLE



The Calibration Module allows you to modify the fuel and spark tables at various engine speeds and levels of vacuum. These tables may be used for recording your modifications to the base table with your own fuel pulse width and spark advance figures.

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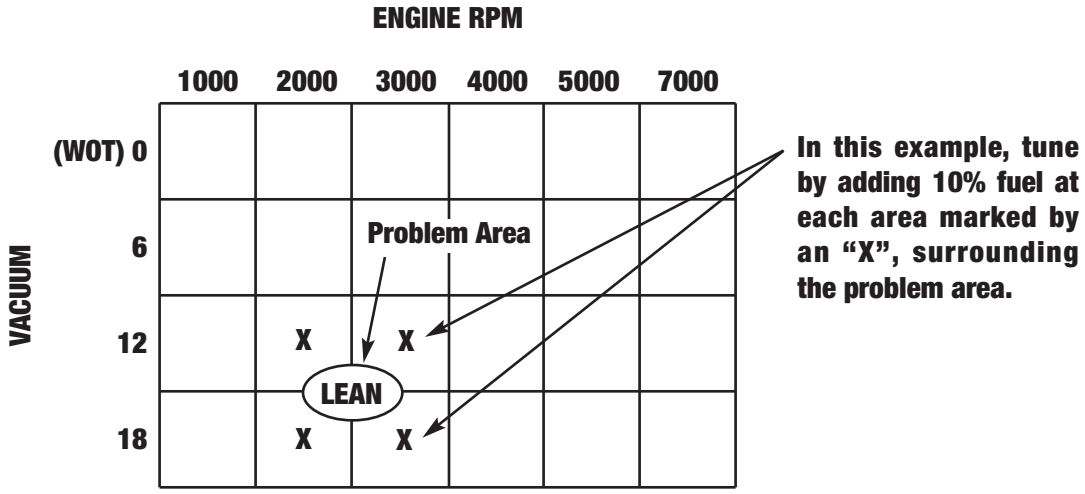
PRO-FLO QUICK TUNING GUIDE

This guide is based on our simple graph that shows the 24 fuel cells that you can tune in to result in a clean and powerful engine. We recommend when you have your Pro-Flo installed, you have the idle tune up completed and then drive the vehicle to determine what amount of tuning is needed for general driving. If the unit is driveable, this is the method to use for ease of tuning. On page 15 of this installation manual, there is a fuel grid that can be used as the map on which to locate and then tune any drivability problems. Simply drive the vehicle and note any areas that have problems. Circle those areas as a baseline.

When circling the area where a problem exists, you are circling the RPM and Vacuum reading that is present when the problem occurs. Note whether it is running rich (green light) or lean (red light) at each problem area. Once any problem areas have been located and noted rich or lean, go into the Miscellaneous Modifiers menu and turn off the Closed Loop Fuel, exit, go to Fuel Modifiers, and then into Global Fuel. Now drive the vehicle and drive back to each problem area. When driving in a problem area, add or subtract fuel to obtain the smoothest operation at that driving point. Write down the quantity (plus or minus) of fuel required to achieve a smooth operation. When all the problem areas have been noted, and the amount of fuel required to achieve smooth operation has been noted at each problem area, you may now do each adjustment one at a time to achieve a complete tune up.

To input this information, you will need to make sure the Closed Loop Fuel is in the OFF position. Go to each area and enter the information. If you have found a problem that is not exactly in the center of one of the fuel cells, you will still be able to tune the area by using the Surround and Conquer method for properly managing the fuel curve. Listed below is an example of this method:

Assume that you have found a problem area at 2500 RPM and 15 inches of Vacuum. This is not an area where you can address the problem directly. In this scenario, we will say the unit is showing a lean condition (red light). In which case, fuel will need to be added. We will also say that when driving and using the Global Modifier to find the exact amount of fuel required, it was determined that the amount needed was plus ten percent (+10%). In the Surround and Conquer method, you will add fuel at the four locations surrounding the problem area. This is shown in the figure below:



When the required amount of fuel has been added at each surrounding fuel cell, complete the operation by returning to the Miscellaneous Modifiers menus, and turning the Closed Loop Fuel ON. Press the SAVE key, then the ENTER key. The hand-held unit will show SAVING IN PROGRESS. Repeat this procedure at each problem area to complete the tune up.

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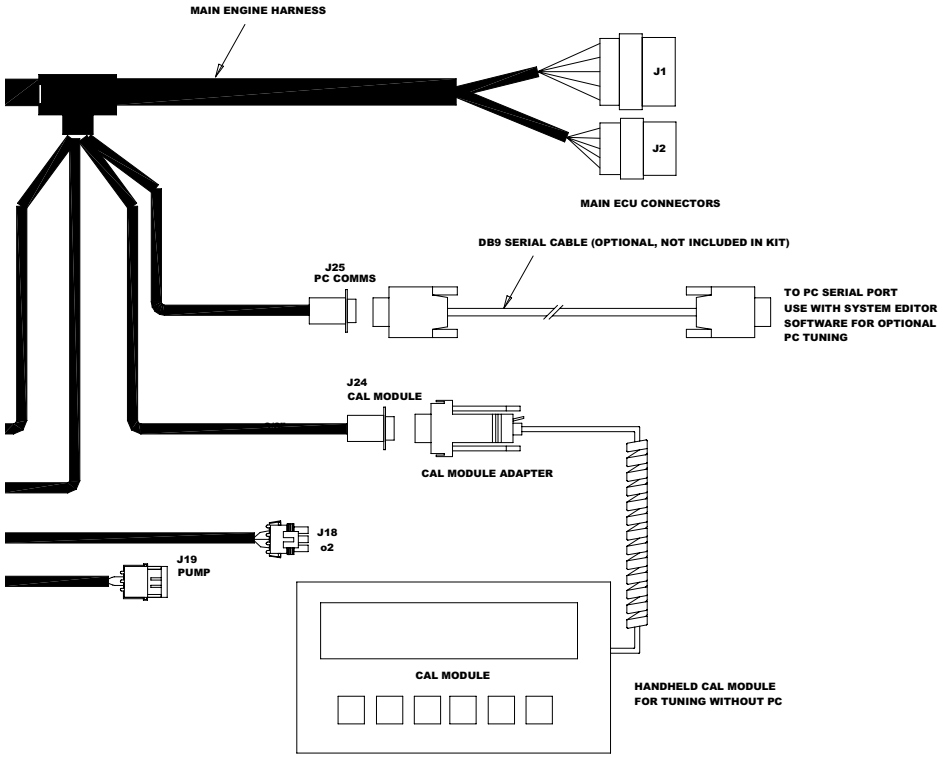
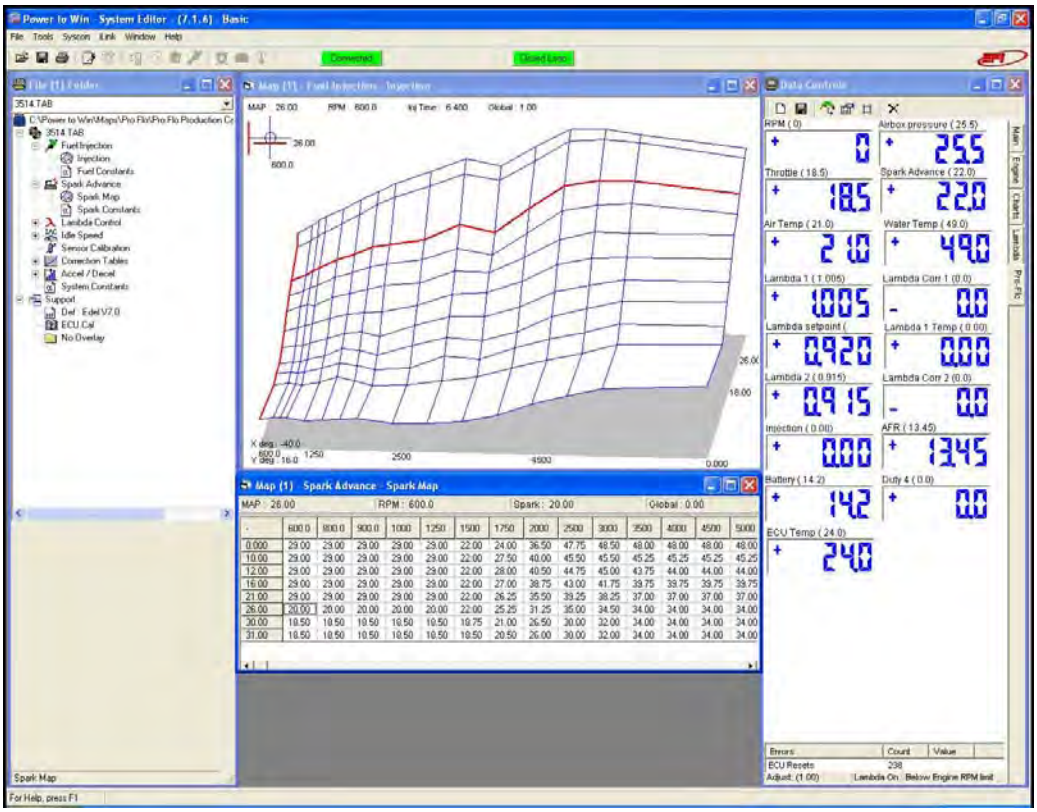
Brochure No. 63-35110

OPTIONAL PC TUNING FEATURE

To use the optional PC tuning feature, connect a DB9 serial extension cable to connector J25 of the main harness. Connect the other end to your PC's serial port as shown. Double click on the System Editor icon shown below.



The engine controllers included in the Edelbrock Pro Flo system CANNOT be edited live using the System Editor software. In other words, System Editor can only be used to edit the calibration file loaded in the software. You cannot directly edit the calibration file loaded into the ECU. When you make changes to a calibration file, it must be saved and flashed into your ECU's memory before those changes take effect. For additional information on using System Editor to edit your calibration files, refer to the online help by selecting the Help menu at the top of the screen.



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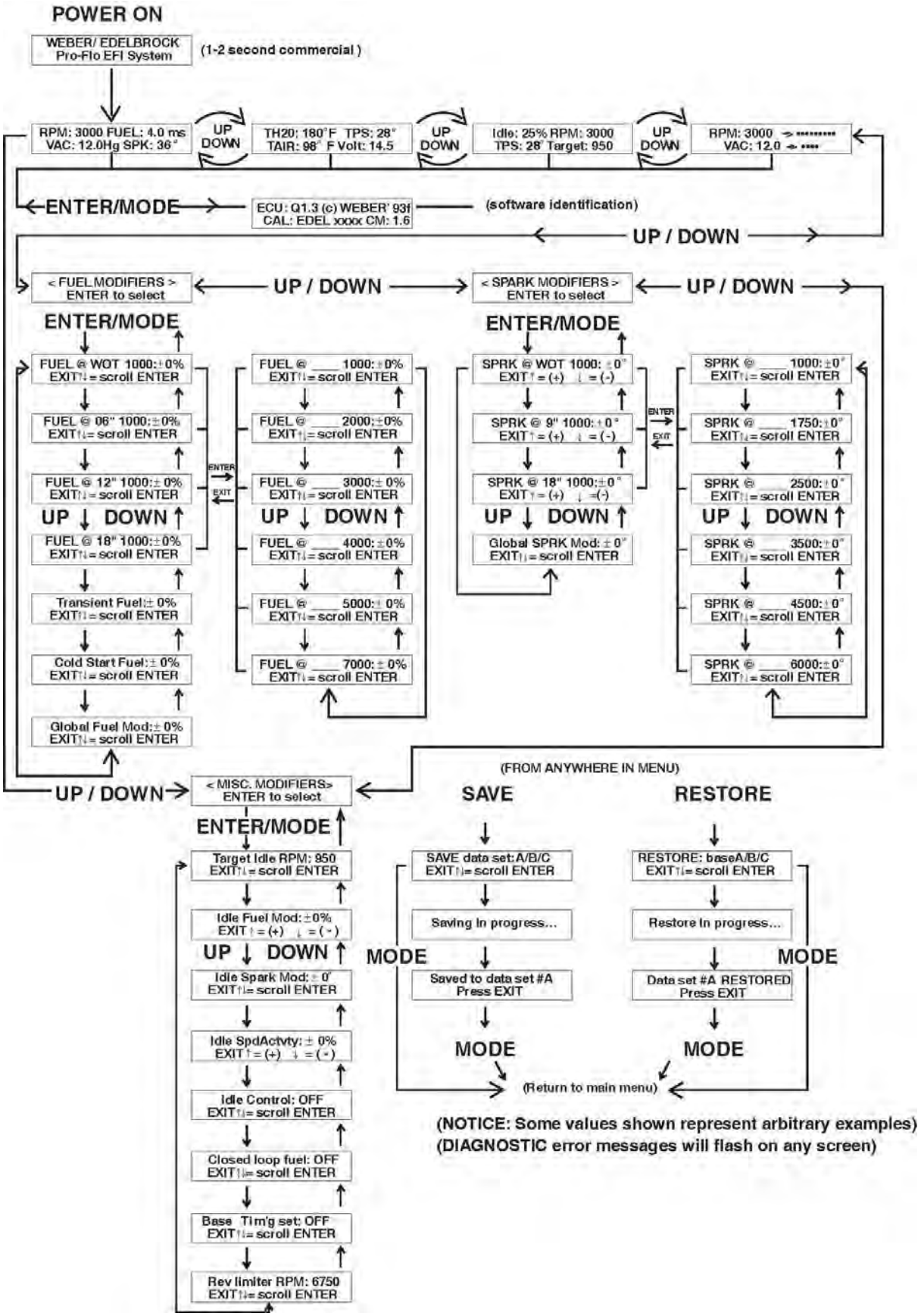
CALIBRATION MODULE FLOWCHART



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PART NUMBERS

Many of the components of the Pro-Flo 2 system are available separately. Many are standard OEM parts. In the event that one of these parts need to be replaced, you are likely to find a replacement at your local parts supplier, in addition to your local Edelbrock dealer or directly from Edelbrock.

Edelbrock Pro-Flo

Fuel Injection System.....Edelbrock #35110/#35120
Manifold Absolute Pressure sensor .....Edelbrock #36019
GM 16212460
Manifold Air Temperature sensor (Push-In) .....Edelbrock #3579
AC12160244
Coolant Temperature sensor.....Edelbrock #3589
GM 25036979
Throttle Position sensor .....Edelbrock #3590
Oxygen (O_2) sensor.....Edelbrock #36013
High pressure fuel pump.....Edelbrock #3594
Fuel filter .....Edelbrock #3596
GM 25055065
Fuel pressure regulator.....Edelbrock #3584
GM 17107010
Fuel injectors (set of eight).....Edelbrock #3853
Fuel injectors (one) .....Edelbrock #3583
Hall Effect Sensor .....Edelbrock #3517
Idle air control solenoid.....Edelbrock #3599
Ford FOAE-9F715 B1A

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COMPLETE PRO-FLO 2 SYSTEM PARTS

(1) Pro-Flo 2 ECU
(1) Pro-Flo 2 Calibration Module
(1) RJ12 Calibration Module Cord Adapter
(1) AC Power Adapter
(1) USB/Serial Converter
(1) Software CD
(1) Main system harness
(2) Bulkhead cover plate
(1) Bulkhead Grommet
(4) Self tapping screws
(1) Oxygen (O_2) sensor (Narrow Band)
(1) Manifold Absolute Pressure sensor (MAP)
(1) MAP Sensor bracket
(3) 10" Pigtail w/ crimped contacts
(10) 11" Tie Wraps

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SERVICE

In the event that your Edelbrock Pro-Flo System should need servicing, return the unit pre-paid to the Edelbrock Service and Repair facility at 2700 California Street, Torrance, CA 90503. Do not attempt to disassemble or service the components of the Pro-Flo system yourself. Doing so may void the warranty.

WARRANTY

It is the constant endeavor of the Edelbrock Corp. to provide our customers with the highest quality performance products. Edelbrock warrants the Edelbrock Pro-Flo System to be free from defects in both workmanship and materials for a period of one year from date of purchase, provided that the product is properly installed and subjected to normal use and service, is not used for racing or competition purposes and that the product is not modified or altered in any way unless specified by our instructions. Our warranty service and repair facility is located at 2700 California Street, Torrance, CA 90503. Customers requiring warranty assistance should contact the dealer from whom they purchased the product. In turn, the dealer will contact Edelbrock, and we will determine the method of satisfying the warranty. Should Edelbrock determine that the product be returned to the factory, it should be accompanied by proof of purchase and a clear description of the exact problem. The product must be returned freight pre-paid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. This warranty covers only the product itself and not the cost of installation or removal.

EDELBROCK CORP. SHALL NOT BE LIABLE FOR ANY AND ALL CONSEQUENTIAL DAMAGES OCCASIONED BY THE BREACH OF ANY WRITTEN OR IMPLIED WARRANTY PERTAINING TO THIS SALE, IN EXCESS OF THE PURCHASE PRICE OF THE PRODUCT SOLD.

If you have any questions regarding this product or installation, please contact our Technical Department from 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday at:

Tech Telephone: (800) 416-8628
Fax: (310) 972-2730

Edelbrock Corporation
2700 California Street
Torrance, CA 90503

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