

edelbrock carb identification

edelbrock carb identification: A Comprehensive Guide to Recognizing and Understanding Edelbrock Carbs

If you're a classic car enthusiast, a hot rod builder, or simply someone looking to upgrade or restore an engine, understanding how to identify Edelbrock carburetors is essential. Proper identification ensures you select the correct model for your engine, facilitate accurate replacements, and optimize performance. In this guide, we'll explore the ins and outs of Edelbrock carb identification, covering the types, markings, parts, and tips to decode your carburetor accurately.

Understanding Edelbrock Carburetors

Edelbrock is a renowned manufacturer known for producing high-performance carburetors, intake manifolds, and related engine components. Their carburetors are popular for their reliability, ease of tuning, and performance gains. Recognizing and correctly identifying an Edelbrock carburetor is key for maintenance, tuning, and replacement.

Types of Edelbrock Carburetors

Edelbrock has produced various carburetor models over the years. Familiarity with these types provides a foundation for identification.

1. Edelbrock Performer Series

- Known for their versatility and ease of tuning
- Commonly used on street and performance applications
- Examples include models like 1406, 1407, and 1411

2. Edelbrock Thunder Series

- Designed for high-performance engines
- Features increased airflow and fuel delivery
- Examples include models like 1805, 1806

3. Edelbrock AVS and AVS2 Series

- "Aden-Venturi System" series with adjustable venturi
- Known for excellent throttle response
- Common models: 1802, 1803, 1804

4. Edelbrock Edelbrock Performer RPM Series

- Designed for high-rpm applications
- Typically larger cfm ratings and specialized tuning

Locating Identification Marks on Edelbrock Carbs

Proper identification begins with examining your carburetor for markings, stamps, and codes. These identifiers often reveal the model, manufacturing date, and other specifications.

1. Model Number

- Usually stamped or cast onto the carburetor body
- Located on the front or side, often on a flat surface or boss
- Format varies: e.g., 1406, 1407, 1802, etc.

2. Casting Numbers

- Found on the main body or mounting flange
- Help determine the manufacturing period and specific version
- May require referencing Edelbrock casting number charts

3. Date Codes

- Typically embossed or stamped with a letter/number code
- Used to determine the production date

4. Part Numbers on Packaging or Documentation

- If available, check original boxes or manuals for part numbers

Deciphering Edelbrock Carburetor Model Numbers

Edelbrock model numbers are key to identification. Here are common formats and what they indicate.

Model Number Formats

- Three- or Four-Digit Number: e.g., 1406, 1802
- The first digit often indicates the series or cfm range
- The subsequent digits specify features like choke type, vacuum ports, etc.
- Suffixes and Additional Codes: e.g., 1406, 1407
- The last digit may denote choke type (manual or electric)
- Additional suffixes can point to modifications

Examples of Common Edelbrock Carbs

- Edelbrock 1406: 600 CFM, manual choke
- Edelbrock 1407: 600 CFM, electric choke
- Edelbrock 1802: 500 CFM, manual choke
- Edelbrock 1803: 500 CFM, electric choke

Step-by-Step Guide to Identifying Your Edelbrock Carburetor

Follow these steps to accurately identify your Edelbrock carb:

1. **Remove the Carburetor:** Carefully detach it from the intake manifold, noting any linkages and hoses.
2. **Inspect the Body:** Look for stamped or cast numbers on the main body, throttle bore, or mounting flange.

3. **Note the Markings:** Record all visible numbers, letters, and symbols.
4. **Consult Edelbrock Charts:** Cross-reference your markings with official Edelbrock catalogs or online databases.
5. **Check Additional Features:** Observe choke type, number of vacuum ports, and other features to confirm model specifics.
6. **Use Visual Guides:** Compare your carburetor to high-resolution images and diagrams available on Edelbrock's website or enthusiast forums.

Common Identification Challenges and Solutions

While identifying Edelbrock carbs is generally straightforward, some challenges may arise.

1. Faded or Worn Markings

- Use a flashlight or magnifying glass
- Clean the surface gently with a soft brush or solvent
- Cross-reference physical features like bore size and choke type

2. Multiple Markings or Modifications

- Verify original markings against known stock configurations
- Consider consulting with experts or online communities for assistance

3. Reproduction or Aftermarket Parts

- Be cautious of counterfeit parts
- Confirm authenticity through serial numbers and vendor history

Additional Tips for Accurate Carb Identification

- Maintain Documentation: Keep photos and notes of markings
- Use Reputable Resources: Edelbrock catalogs, official website, and trusted forums
- Consult Experts: Classic car clubs or experienced mechanics can provide insights
- Verify Compatibility: Once identified, ensure the carburetor matches your engine's specifications and performance goals

Conclusion

Properly identifying your Edelbrock carburetor is a vital step in ensuring optimal engine performance, ease of maintenance, and correct replacement parts. By understanding the various model numbers, markings, and features, you can confidently determine the specific carburetor you have. Remember to examine the carb thoroughly, document all markings, and utilize reliable resources for cross-referencing. Whether you're restoring a vintage vehicle or tuning a high-performance build, accurate Edelbrock carb identification empowers you to make informed decisions and achieve the best results for your engine.

Keywords: Edelbrock carb identification, Edelbrock carb model numbers, how to identify Edelbrock carburetor, Edelbrock carb markings, Edelbrock carb chart, Edelbrock carb features, carburetor identification tips

Frequently Asked Questions

How can I identify an Edelbrock carburetor model number?

Edelbrock carburetor model numbers are typically stamped on the base or body of the carburetor. Look for alphanumeric codes such as '600 C', '750 CFM', or similar markings that indicate the model and flow rating.

What are the key features to look for when identifying an Edelbrock carburetor?

Key features include the shape and size of the body, the identification stamps or engravings, the arrangement of linkages, and the type of throttle bore (square or round). The presence of specific markings or logos also helps in identification.

Can I identify an Edelbrock carburetor by its appearance alone?

Appearance can give clues, but for accurate identification, it's best to check for stamped model numbers or serial numbers. Visual similarities can be misleading due to different models and years.

Are there online resources or charts to help identify Edelbrock carburetors?

Yes, Edelbrock's official website offers catalogs and identification charts. Automotive forums and dedicated carburetor identification guides also provide detailed information and images to assist in identification.

How do I distinguish between Edelbrock carbs designed for street use versus racing applications?

Street Edelbrock carbs typically have features optimized for drivability and fuel economy, while racing models often have larger flow ratings, different venturi sizes, and modifications for high-performance use. Model numbers and markings can also indicate their intended application.

What should I do if I can't find any identification markings on my Edelbrock carb?

If markings are missing, compare the carburetor's physical dimensions, shape, and linkage configuration to known models in Edelbrock catalogs or online databases. Consulting a professional or carburetor expert can also help.

Can I convert or upgrade my Edelbrock carb to a different model, and how do I identify compatibility?

Yes, upgrading or converting involves matching the model number, flow rating, and mounting configurations. Always verify bolt pattern, linkage compatibility, and venturi size to ensure proper fit and performance.

What are common mistakes to avoid when identifying an Edelbrock carburetor?

Common mistakes include relying solely on appearance without checking for stamped numbers, confusing similar models, or misreading markings. Always verify model numbers through multiple sources and consult official documentation when possible.

Additional Resources

Edelbrock Carb Identification: A Comprehensive Guide to Recognizing and Authenticating Classic and Modern Carburetors

In the world of automotive performance and restoration, Edelbrock stands out as a legendary name synonymous with quality, innovation, and reliability. From its inception in the mid-20th century, Edelbrock has produced a wide array of carburetors that have become staples in muscle cars, hot rods, and various racing applications. For enthusiasts, mechanics, and collectors alike, the ability to accurately identify an Edelbrock carburetor is an essential skill—whether for restoration, resale, or performance tuning. This comprehensive review delves into the intricacies of Edelbrock carb identification, offering detailed insights into serial numbers, casting marks, model distinctions, and authenticating features.

Why Is Correct Identification of Edelbrock Carbs Important?

Understanding an Edelbrock carburetor's identity is more than just knowing its model number. Correct identification ensures:

- Value Assessment: Authentic models retain higher resale value.
- Proper Restoration: Matching the original carburetor to the vehicle enhances authenticity.
- Performance Optimization: Using the correct carburetor tuning specifications.
- Counterfeit Detection: Protecting oneself from counterfeit or misrepresented parts.

Given these reasons, a systematic approach to identification can save time, money, and potential frustration.

Historical Overview of Edelbrock Carburetors

Before diving into identification techniques, it's helpful to understand the evolution of Edelbrock carburetors:

- Early Era (1950s-1960s): Focused on racing and performance enhancements, featuring simple designs and early identification marks.
- Golden Age (1970s-1980s): Introduction of popular models like the AVS (Air Valve Secondary) and Performer series.
- Modern Era (1990s-present): Incorporation of advanced materials, emissions compliance, and refined tuning features.

Each era introduced distinct model lines, casting styles, and serial numbering conventions, which are key to identification.

Key Features for Edelbrock Carburetor Identification

Identifying an Edelbrock carburetor involves examining several physical and serial features:

1. Casting Numbers

- Location: Usually found on the body, often on the bottom or side.
- Format: Typically a combination of numbers and letters (e.g., 1801, 1802, 1406).
- Purpose: Indicates the model, production date, and sometimes the manufacturing plant.

2. Model Numbers

- Stamps or Labels: Usually located on the top or side of the carburetor.
- Examples: 1405, 1406, 1802, 1901.
- Significance: Identifies the carburetor's configuration, choke type, and flow capacity.

3. Serial Numbers

- Placement: Often stamped on the body or base plate.
- Format: Varies; may include a combination of numbers and letters.
- Use: Can be used to date the manufacturing year and verify authenticity.

4. Physical Design Characteristics

- Choke Type: Manual or electric choke.
- Linkage Patterns: Throttle linkage styles can distinguish models.
- Size and Flow: Larger models typically for big-block engines.

5. Additional Markings and Logos

- Edelbrock Logo: Usually cast or stamped on the body.
- Part Numbers on Accessories: Secondary parts like fuel bowls or linkages.

Step-by-Step Guide to Identifying Your Edelbrock Carburetor

Follow this methodical process to accurately identify your carburetor:

Step 1: Locate the Casting Number

- Turn the carburetor upside down or to the side.

- Look for a series of numbers and letters cast into the metal.
- Use a flashlight if necessary, as some castings are recessed.

Step 2: Find the Model Number

- Examine the top or side surfaces for stamped or printed model identifiers.
- Check for decals or adhesive labels if the original markings are worn.

Step 3: Record Serial Numbers

- Look for stamped serial numbers on the body or base.
- Note the format and any accompanying letters or codes.

Step 4: Cross-Reference with Edelbrock Databases and Catalogs

- Use official Edelbrock manuals, catalogs, or online resources.
- Compare your findings with known models and production years.

Step 5: Inspect Physical Features

- Confirm choke type (manual or electric).
- Measure bore diameter and flow capacity if necessary.
- Observe linkage and mounting flange styles.

Step 6: Verify Authenticity

- Check for consistent casting marks and high-quality finishes.
- Be wary of counterfeit or heavily modified units.
- Consult expert forums or professional restorers if uncertain.

Understanding Edelbrock Model Lineup and Their Identification Markings

Different Edelbrock carburetor models have unique identifiers. Here's an overview of common models and their features:

Edelbrock AVS Series

- Model Numbers: 1801, 1802.
- Features: Double-pumper design, adjustable secondary, high-performance.
- Identification Tips: "AVS" cast into the body, distinct choke housing.

Edelbrock Performer Series

- Model Numbers: 1405, 1406.
- Features: Thermostatic choke, suitable for street performance.
- Identification Tips: "Performer" logo often cast or stamped, round primary bore.

Edelbrock Thunder Series

- Model Numbers: 1901, 1904.
- Features: Vacuum-secondary, designed for higher flow capacities.
- Identification Tips: Larger bodies, specific casting marks indicating flow rate.

Edelbrock Carburetors for Race Applications

- Model Numbers: 2001, 2002.
- Features: High-flow, racing-specific features.
- Identification Tips: Larger sizes, specialized markings, and unique bolt patterns.

Common Challenges in Edelbrock Carb Identification

While the process appears straightforward, several challenges may arise:

- Worn or Faded Markings: Over time, cast and stamped markings can become illegible.
- Counterfeit Parts: Some counterfeit units mimic authentic markings but lack quality.
- Modified or Rebuilt Carbs: Rebuilding may involve replacing markings or parts, complicating identification.
- Custom or Non-Original Parts: Aftermarket modifications can obscure original features.

To mitigate these issues, consulting multiple sources, verifying serial numbers with Edelbrock's official records, and seeking expert opinions are recommended.

Resources for Accurate Edelbrock Carburetor Identification

- Edelbrock Official Catalogs: Provide detailed model and casting information.
- Online Forums and Communities: Dodge, Ford, Chevrolet performance forums often share identification guides.

- Restoration Manuals: Offer detailed images and descriptions.
- Serial Number Databases: Some enthusiast sites compile serial number data linked to production years.
- Professional Appraisers: For high-value or rare units, expert appraisal can confirm authenticity.

Conclusion: Mastering Edelbrock Carburetor Identification for Enthusiasts and Professionals

Accurate identification of Edelbrock carburetors is a vital skill for anyone involved in automotive restoration, performance tuning, or collection. By understanding the significance of casting marks, model numbers, serials, and physical features, enthusiasts can authenticate their units, determine appropriate tuning strategies, and preserve the legacy of this iconic brand. While challenges like worn markings or counterfeits may arise, a systematic approach—coupled with reliable resources—can greatly enhance confidence and precision.

In the end, mastering Edelbrock carb identification not only ensures the integrity of your vehicle's performance but also deepens your appreciation for the craftsmanship and history embedded in each carburetor. Whether restoring a vintage muscle car or upgrading a modern hot rod, knowing exactly what sits under the hood empowers you to make informed decisions and maintain the authenticity that makes these engines truly legendary.

[Edelbrock Carb Identification](#)

edelbrock carb identification: *Rebuild & Powertune Carter/Edelbrock Carburetors HP1555*
Larry Shepard, 2010-01-05 A step-by-step guide to rebuilding, modifying and tuning the Carter/Edelbrock carburetors. Carter history and model overview; an overview of carb parts and how they work; car selection; rebuilding carbs; installation and hardware; performance and adjustments; general tuning and troubleshooting; emission, fuel economy and fuel supply; racing

and special applications.

edelbrock carb identification: *How to Build a Flathead Ford V-8* George McNicholl, Ford's Model T put America on wheels. His flathead (valve-in-block) V8, introduced in 1932, was durable, powerful, and extremely adaptable and is the engine which inspired three generations of hot-rodders and put America onto the race tracks. *How to Build a Flathead Ford V-8* was written with machine-shop experience and features all the parts and procedures that pertain to the world's most famous engine. Detailed information features all clearances and machining procedures and includes 250 photos in full color.

edelbrock carb identification: **How to Build Ford Flathead V-8 Horsepower** George McNicholl, This is a follow-up and companion to the successful *How to Build a Flathead Ford V-8*. This new edition describes the build-up of a 1946-1948 model 59 engine with a 4-barrel carburetor, a blown French flathead engine, and a blown Ardun engine-designed for street use. Many French flathead engines have been purchased by flathead lovers in the United States. There is a strong demand for those engine blocks, and the purchasers are desperate for any build-up information. The popularity of the Ardun is amazing, and this second volume contains a load of new information about the Ardun, as well as information and photographs of the latest flathead goodies, such as crankshafts, connecting rods, intake manifolds, and cylinder heads.

edelbrock carb identification: **Ultimate American V-8 Engine Data Book, 2nd Edition** Peter C. Sessler,

edelbrock carb identification: Donny'S Unauthorized Technical Guide to Harley-Davidson, 1936 to Present Donny Petersen, 2014-07-01 Do you want to make your Harley-Davidson run faster? Author Donny Petersen, with more than forty years of experience working on and designing Harleys, shows you how to make anything from mild to wild enhancements to your bike. He progresses from inexpensive power increases to every level of increased torque and horsepower. With graphics, pictures, and charts, Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present offers the real deal in performing your Harley-Davidson Evolution and guides you on a sure-footed journey to a thorough H-D Evolution performance understanding. This volume examines the theory, design, and practical aspects of Evolution performance; provides insight into technical issues; and explains what works and what doesn't in performing the Evolution. He walks you through detailed procedures such as headwork, turbo-supercharging, nitrous, big-inch Harleys, and completing simple hop-up procedures like air breathers, exhausts, and ignition modifications. In easy-to-understand terms, Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present shares performance secrets and provides clear guidance into what works, what does not, and what's just okay with performing the Harley Evolution power train.

edelbrock carb identification: *How to Build Max-Performance Ford FE Engines* Barry Rabotnick, 2010 The Ford FE (Ford Edsel) engine is one of the most popular engines Ford ever produced, and it powered most Ford and Mercury cars and trucks from the late 1950s to the mid-1970s. For many of the later years, FE engines were used primarily in truck applications. However, the FE engine is experiencing a renaissance; it is now popular in high-performance street, strip, muscle cars, and even high-performance trucks. While high-performance build-up principles and techniques are discussed for all engines, author Barry Rabotnick focuses on the max-performance build-up for the most popular engines: the 390 and 428. With the high-performance revival for FE engines, a variety of builds are being performed from stock blocks with mild head and cam work to complete aftermarket engines with aluminum blocks, high-flow heads, and aggressive roller cams. *How to Build Max-Performance Ford FE Engines* shows you how to select the ideal pistons, connecting rods, and crankshafts to achieve horsepower requirements for all applications. The chapter on blocks discusses the strengths and weaknesses of each particular block considered. The book also examines head, valvetrain, and cam options that are best suited for individual performance goals. Also covered are the best-flowing heads, rocker-arm options, lifters, and pushrods. In addition, this volume covers port sizing, cam lift, and the best rocker-arm geometry. The FE engines are an excellent platform for stroking, and this book provides an

insightful, easy-to-follow approach for selecting the right crank, connecting rods, pistons, and making the necessary block modifications. This is the book that Ford FE fans have been looking for.

edelbrock carb identification: *Standard Catalog of American Cars, 1946-1975* John Gunnell, 1992

edelbrock carb identification: David Vizard's How to Port and Flow Test Cylinder Heads David Vizard, 2012 Porting heads is an art and science. It takes a craftsman's touch to shape the surfaces of the head for the optimal flow characteristics and the best performance. Porting demands the right tools, skills, and application of knowledge. Few other engine builders have the same level of knowledge and skill porting engine heads as David Vizard. All the aspects of porting stock as well as aftermarket heads in aluminum and cast-iron constructions are covered. Vizard goes into great depth and detail on porting aftermarket heads. Starting with the basic techniques up to more advanced techniques, you are shown how to port iron and aluminum heads as well as benefits of hand and CNC porting. You are also shown how to build a high-quality flow bench at home so you can test your work and obtain professional results. Vizard shows how to optimize flow paths through the heads, past the valves, and into the combustion chamber. The book covers blending the bowls, a basic porting procedure, and also covers pocket porting, porting the intake runners, and many advanced procedures. These advanced procedures include unshrouding valves, porting a shortside turn from the floor of the port down toward the valve seat, and developing the ideal port area and angle. All of these changes combine to produce optimal flow velocity through the engine for maximum power.

edelbrock carb identification: Ford Hot Rods Dain Gingerelli, 1998

edelbrock carb identification: *The Mopar Six-Pack Engine Handbook HP1528* Larry Shepard, 2008-06-03 A step-by-step guide to rebuilding, restoring, and modifying the famous Mopar 'Six-Pack' engines that appeared in all of Chrysler's muscle cars from 1969 through 1971, as well as the late-model small-blocks and crate performance motors currently offered by Chrysler.

edelbrock carb identification: Ford Flathead Engines Michael Herman, Tony Thacker, 2016-07-15 Although not the first V-8 engine ever produced, Henry Ford's side-valve V-8, launched in 1932, certainly qualified as the first mass-produced V-8 sold to the public. Because of Henry Ford's stubbornness, the first versions were less than ideal. The technology was in its infancy and cost-cutting measures limited the output and reliability of the early models. Over time, however, the Flattie became the go-to powerplant for a whole generation of new hobbyists who were called hot rodders. The engine maintained its position in the hobby well into the 1950s, even when more modern overhead-valve designs started coming out of Detroit. It's hard to overstate the impact that this simple little engine had on a whole generation of enthusiasts. Even today, people choose a flathead for period-correct builds over far more powerful options. The style and sound of a modified flathead is an iconic part of American history. In *Ford Flathead Engines: How to Rebuild & Modify*, veteran author Tony Thacker and flathead guru of H&H Flatheads, Mike Herman, take you step-by-step through rebuilding a vintage flathead. One of the most important steps is to actually find a good, usable core; many have been sitting for a very long time and the engine design is prone to cracking. Running changes are also an important consideration when selecting a core, and include cooling system, ignition, and transmission mount. After you have selected a core, Thacker and Herman take you through the entire process of a rebuild, including teardown, parts inspection, machine shop processes, replacement part selection, re-assembly, start up, and break-in. Also covered is a unique performance build completed at the H&H shop for legendary race car team manager and all-around enthusiast Ray Evernham. It all adds up to more than 500 color photos and insider tips on building what could be called the most iconic engine ever built, the Ford flathead V-8.

edelbrock carb identification: How to Build Max-Performance Mopar Big Blocks Andrew Finkbeiner, 2009 Naturally aspirated Mopar Wedge big-blocks are quite capable of producing between 600 to 900 horsepower. This book covers how to build Mopar's 383-, 400-, 413-ci, 440-ci engines to these power levels. Discussed is how to select a stock or aftermarket block for the desired performance level. The reciprocating assembly is examined in detail, so you select the right design

and material for durability and performance requirements. Cylinder heads and valve train configurations are crucial for generating maximum horsepower and torque and this volume provides special treatment in this area. Camshafts and lifters are compared and contrasted using hydraulic flat tappet, hydraulic roller and solid flat tappet cams. Also, detailed engine builds at 600, 700, 800, and 900 horsepower levels provide insight and reveal what can be done with real-world component packages.

edelbrock carb identification: Ford 351 Cleveland Engines George Reid, 2013 Ford's 351 Cleveland was designed to be a 'mid-sized' V-8 engine, and was developed for higher performance use upon its launch in late 1969 for the 1970 models. This unique design proved itself under the hood of Ford's Mustang, among other high performance cars. The Cleveland engine addressed the major shortcoming of the Windsor engines that preceded it, namely cylinder head air flow. The Windsor engines just couldn't be built at the time to compete effectively with the strongest competitor's small block offerings, and the Cleveland engine was the answer to that problem. Unfortunately, the Cleveland engine was introduced at the end of Detroit's muscle car era, and the engine, in pure Cleveland form, was very short lived. It did continue on as a low compression passenger car and truck engine in the form of the 351M and 400M, which in their day, offered little in the way of excitement. Renewed enthusiasm in this engine has spawned an influx of top-quality new components that make building or modifying these engines affordable. This book reviews the history and variations of the 351 Cleveland and Ford's related engines, the 351M and 400M. Basic dimensions and specifications of each engine, along with tips for identifying both design differences and casting number(s) are shown. In addition to this, each engine's strong points and areas of concern are described in detail. Written with high performance in mind, both traditional power tricks and methods to increase efficiency of these specific engines are shared. With the influx of aftermarket parts, especially excellent cylinder heads, the 351 Cleveland as well as the 351M and 400M cousins are now seen as great engines to build. This book will walk you through everything you need to know to build a great street or competition engine based in the 351 Cleveland platform.

edelbrock carb identification: How to Rebuild & Modify Chevy 348/409 Engines John Carollo, 2012 Chevy's W-series 348 and later the 409 became legends on the street. Recently, the 348s and 409s have enjoyed a high-performance renaissance and many speed manufacturers are making heads, blocks, and virtually every part for these engines.

edelbrock carb identification: Big-Block Chevy Performance Dave Emanuel, 1995

edelbrock carb identification: Ford Performance Pat Ganahl, 1998-03 Thoroughly revised and updated, this edition provides accurate technical guidance to understanding and building all popular Ford performance engines. This outstanding reference covers the venerable Ford small block and big block engines. Filled with more than 300 photos and hundreds of technical secrets developed by top racers and engine builders. Includes all modern Ford performance engines.

edelbrock carb identification: Buick Nailhead: How to Rebuild & Modify 1953-1966 Gary Weldon, 2020-10-15 Learn how to rebuild and upgrade your Buick Nailhead with the first book ever dedicated to the subject! In this all-new book from Nailhead racer and veteran engine builder Gary Weldon, you will learn everything you need to know about how to rebuild and upgrade the venerable Buick Nailhead engine. Weldon takes you through each step, including a review of the birth of the Nailhead, the benefits of its unique design, serial and casting number information to source and identify the best project, and a history of the engine in development. Also covered are the processes of rebuilding, including disassembly, inspection, sourcing the best parts, making critical upgrades, reassembly, and break-in. Of course, all the machine shop work is covered, and practical advice on building engines for competition is provided. The Nailhead was a throwback to the early overhead-valve engine design, and that unique design makes it a popular choice for period-correct hot rod projects. In addition, if your torquey Nailhead resides between the fenders of a Buick Special, LeSabre, Invicta, Roadmaster, Riviera, Century, Skylark, Wildcat, or Electra 225, this book will help you keep that old beauty on the road.

edelbrock carb identification: The History of AMC Motorsports Bob McClurg, 2016-01-15

When thinking of a manufacturer's racing involvement, AMC is not a manufacturer that immediately comes to mind. Yet even from the very beginning of American motorsports, the companies that became AMC had some serious involvement in motorsport. From the early Nash and Hudson models all the way through the muscle car era, AMC had direct involvement in racing. The success of Nash and Hudson in early NASCAR racing, AMC Javelins in Trans-Am racing, and AMC's involvement with Mark Donahue and Roger Penske in both their Trans-Am and 1970s NASCAR teams prove that AMC was in it to win it. The History of AMC Motorsports from veteran racing journalist Bob McClurg covers it all, from a Nash-American Motors corporate history, the first years of NASCAR, the 1960s efforts that included Trans-Am and drag racing Super Stock programs, to the Craig Breedlove land speed record efforts when 106 world records were shattered and covered by Hot Rod magazine. And let's not forget the 1970s Trans-Am championships with Donahue and Penske, and finally the NASCAR success with Bobby Allison in the always-curious looking Matador, which is also covered here. Never before has a single volume chronicled the events that encompass AMC racing history. Whether a hardcore racing history fan or a casual enthusiast of the AMC street offerings, The History of AMC Motorsports provides a unique showcase vital to every enthusiast's library.

edelbrock carb identification: Low Rider , 2000

edelbrock carb identification: *Day One* Martyn L. Schorr, 2017-11-21 Martyn L. Schorr recalls over fifty years of automotive memories, including work with Carroll Shelby, the Ford GT race program, and more--

Related to edelbrock carb identification

Which carb to run for new 406 SBC? - Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Questions about Edelbrock BBC heads? - Second Generation The set I have are the GM version of the RPM ovals (Edelbrock makes them for GM) that have 2.25" intake valves. They have no street time, just a handful of passes at the

Which carb to run for new 406 SBC? | Page 3 | Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Edelbrock victor 4+4 - Second Generation Camaro Owners Group posted January 09, 2005 10:23 PM Has anyone ever used an Edelbrock Victor 4+4 on there sbc? Right now I have a Team G Part#7532 (2800-7800 rpm range), but I also have a victor 4+4

Which carb to run for new 406 SBC? | Page 2 | I've seen more than a few "newly" built SBC come in with excessive oiling issues, complaints of lack of power, detonation, horrible fuel usage we dyno test them to confirm

454 swap, stock hood, which intake?? - Second Generation The Edelbrock Torker II would probably fit under the hood with a drop base air cleaner. The only other manifold, besides the factory units, I can think of that would fit is the old Edelbrock S.P.2

Which carb to run for new 406 SBC? | Page 6 | I do not think it has that option on that model i think you are right. it looks like the Ultra XP has it, which looks like its a different model

performer vs rpm or holley 300-36 - Second Generation Camaro But YES the 300-36 is my choice if running a Holley, Edelbrock, or Demon carb. Runner volume is unbeatable and plenum volume is just enough to feed the runners without being "too big"

Edelbrock AVS2 650CFM Vs Jet performance stage 2 Q-Jet Thanks for the quick response! Is it still running good? Do you feel like the 650 is big enough for the 383?

gears in 81 Z28 - I am upgrading my wife's car a bit. She has a 350 .060" over 270h Comp cam, Performer RPM intake, 600 Edelbrock, (I do have a new 750 Edelbrock I can install later)

Which carb to run for new 406 SBC? - Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Questions about Edelbrock BBC heads? - Second Generation The set I have are the GM version of the RPM ovals (Edelbrock makes them for GM) that have 2.25" intake valves. They have no street time, just a handful of passes at the

Which carb to run for new 406 SBC? | Page 3 | Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Edelbrock victor 4+4 - Second Generation Camaro Owners Group posted January 09, 2005 10:23 PM Has anyone ever used an Edelbrock Victor 4+4 on there sbc? Right now I have a Team G Part#7532 (2800-7800 rpm range), but I also have a victor 4+4

Which carb to run for new 406 SBC? | Page 2 | I've seen more than a few "newly" built SBC come in with excessive oiling issues, complaints of lack of power, detonation, horrible fuel usage we dyno test them to confirm

454 swap, stock hood, which intake?? - Second Generation The Edelbrock Torker II would probably fit under the hood with a drop base air cleaner. The only other manifold, besides the factory units, I can think of that would fit is the old Edelbrock S.P.2

Which carb to run for new 406 SBC? | Page 6 | I do not think it has that option on that model i think you are right. it looks like the Ultra XP has it, which looks like its a different model

performer vs rpm or holley 300-36 - Second Generation Camaro But YES the 300-36 is my choice if running a Holley, Edelbrock, or Demon carb. Runner volume is unbeatable and plenum volume is just enough to feed the runners without being "too big"

Edelbrock AVS2 650CFM Vs Jet performance stage 2 Q-Jet Thanks for the quick response! Is it still running good? Do you feel like the 650 is big enough for the 383?

gears in 81 Z28 - I am upgrading my wife's car a bit. She has a 350 .060" over 270h Comp cam, Performer RPM intake, 600 Edelbrock, (I do have a new 750 Edelbrock I can install later)

Which carb to run for new 406 SBC? - Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Questions about Edelbrock BBC heads? - Second Generation The set I have are the GM version of the RPM ovals (Edelbrock makes them for GM) that have 2.25" intake valves. They have no street time, just a handful of passes at the

Which carb to run for new 406 SBC? | Page 3 | Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Edelbrock victor 4+4 - Second Generation Camaro Owners Group posted January 09, 2005 10:23 PM Has anyone ever used an Edelbrock Victor 4+4 on there sbc? Right now I have a Team G Part#7532 (2800-7800 rpm range), but I also have a victor 4+4

Which carb to run for new 406 SBC? | Page 2 | I've seen more than a few "newly" built SBC come in with excessive oiling issues, complaints of lack of power, detonation, horrible fuel usage we dyno test them to confirm

454 swap, stock hood, which intake?? - Second Generation The Edelbrock Torker II would probably fit under the hood with a drop base air cleaner. The only other manifold, besides the factory units, I can think of that would fit is the old Edelbrock S.P.2

Which carb to run for new 406 SBC? | Page 6 | I do not think it has that option on that model i think you are right. it looks like the Ultra XP has it, which looks like its a different model

performer vs rpm or holley 300-36 - Second Generation Camaro But YES the 300-36 is my choice if running a Holley, Edelbrock, or Demon carb. Runner volume is unbeatable and plenum volume is just enough to feed the runners without being "too big"

Edelbrock AVS2 650CFM Vs Jet performance stage 2 Q-Jet Thanks for the quick response! Is it still running good? Do you feel like the 650 is big enough for the 383?

gears in 81 Z28 - I am upgrading my wife's car a bit. She has a 350 .060" over 270h Comp cam, Performer RPM intake, 600 Edelbrock, (I do have a new 750 Edelbrock I can install later)

Which carb to run for new 406 SBC? - Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Questions about Edelbrock BBC heads? - Second Generation The set I have are the GM version of the RPM ovals (Edelbrock makes them for GM) that have 2.25" intake valves. They have no street time, just a handful of passes at the

Which carb to run for new 406 SBC? | Page 3 | Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Edelbrock victor 4+4 - Second Generation Camaro Owners Group posted January 09, 2005 10:23 PM Has anyone ever used an Edelbrock Victor 4+4 on there sbc? Right now I have a Team G Part#7532 (2800-7800 rpm range), but I also have a victor 4+4

Which carb to run for new 406 SBC? | Page 2 | I've seen more than a few "newly" built SBC come in with excessive oiling issues, complaints of lack of power, detonation, horrible fuel usage we dyno test them to confirm

454 swap, stock hood, which intake?? - Second Generation The Edelbrock Torker II would probably fit under the hood with a drop base air cleaner. The only other manifold, besides the factory units, I can think of that would fit is the old Edelbrock S.P.2

Which carb to run for new 406 SBC? | Page 6 | I do not think it has that option on that model i think you are right. it looks like the Ultra XP has it, which looks like its a different model

performer vs rpm or holley 300-36 - Second Generation Camaro But YES the 300-36 is my choice if running a Holley, Edelbrock, or Demon carb. Runner volume is unbeatable and plenum volume is just enough to feed the runners without being "too big"

Edelbrock AVS2 650CFM Vs Jet performance stage 2 Q-Jet Thanks for the quick response! Is it still running good? Do you feel like the 650 is big enough for the 383?

gears in 81 Z28 - I am upgrading my wife's car a bit. She has a 350 .060" over 270h Comp cam, Performer RPM intake, 600 Edelbrock, (I do have a new 750 Edelbrock I can install later)

Which carb to run for new 406 SBC? - Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Questions about Edelbrock BBC heads? - Second Generation The set I have are the GM version of the RPM ovals (Edelbrock makes them for GM) that have 2.25" intake valves. They have no street time, just a handful of passes at the

Which carb to run for new 406 SBC? | Page 3 | Just wrapping up the install of my new 406. I am planning on using my old Edelbrock 650 cfm Thunder Series to break it in and put some miles on it, but I'm confident it'll

Edelbrock victor 4+4 - Second Generation Camaro Owners Group posted January 09, 2005 10:23 PM Has anyone ever used an Edelbrock Victor 4+4 on there sbc? Right now I have a Team G Part#7532 (2800-7800 rpm range), but I also have a victor 4+4

Which carb to run for new 406 SBC? | Page 2 | I've seen more than a few "newly" built SBC come in with excessive oiling issues, complaints of lack of power, detonation, horrible fuel usage we dyno test them to confirm

454 swap, stock hood, which intake?? - Second Generation The Edelbrock Torker II would probably fit under the hood with a drop base air cleaner. The only other manifold, besides the factory units, I can think of that would fit is the old Edelbrock S.P.2

Which carb to run for new 406 SBC? | Page 6 | I do not think it has that option on that model i think you are right. it looks like the Ultra XP has it, which looks like its a different model

performer vs rpm or holley 300-36 - Second Generation Camaro But YES the 300-36 is my choice if running a Holley, Edelbrock, or Demon carb. Runner volume is unbeatable and plenum volume is just enough to feed the runners without being "too big"

Edelbrock AVS2 650CFM Vs Jet performance stage 2 Q-Jet Thanks for the quick response! Is

it still running good? Do you feel like the 650 is big enough for the 383?

gears in 81 Z28 - I am upgrading my wife's car a bit. She has a 350 .060" over 270h Comp cam, Performer RPM intake, 600 Edelbrock, (I do have a new 750 Edelbrock I can install later)

Related to edelbrock carb identification

Tuning the Edelbrock AVS Carburetor (Hot Rod6y) To continue our series of carb tuning escapades, we thought it time to reveal a few tuning secrets for the Edelbrock line of carburetors. Everyone wants their engine to run as efficiently as possible

Tuning the Edelbrock AVS Carburetor (Hot Rod6y) To continue our series of carb tuning escapades, we thought it time to reveal a few tuning secrets for the Edelbrock line of carburetors. Everyone wants their engine to run as efficiently as possible

Edelbrock Performer Carburetor Review - The Ultimate Carb Test Follow-Up (Motor Trend23y) Back in the May, 2001 issue of Four Wheeler I had the chance to compare three popular carburetors: an Edelbrock Performer-a new and slightly modified version of the reliable Carter AFB; the ubiquitous

Edelbrock Performer Carburetor Review - The Ultimate Carb Test Follow-Up (Motor Trend23y) Back in the May, 2001 issue of Four Wheeler I had the chance to compare three popular carburetors: an Edelbrock Performer-a new and slightly modified version of the reliable Carter AFB; the ubiquitous

Buy an Edelbrock AVS2 Carburetor and Earn a \$50 Rebate (Motor Trend7y) Edelbrock is always coming out with some great programs that either offer rebates or free gear when a specific item is purchased. Its latest effort is the Carburetor Bounty Program. Introduced August

Buy an Edelbrock AVS2 Carburetor and Earn a \$50 Rebate (Motor Trend7y) Edelbrock is always coming out with some great programs that either offer rebates or free gear when a specific item is purchased. Its latest effort is the Carburetor Bounty Program. Introduced August

Who Owns Edelbrock, And Where Are Its Carburetors Made? (SlashGear1y) If you've spent a significant amount of time around old gearheads or developed any familiarity with American muscle cars from the 1960s and '70s, you are no doubt familiar with the Edelbrock name and

Who Owns Edelbrock, And Where Are Its Carburetors Made? (SlashGear1y) If you've spent a significant amount of time around old gearheads or developed any familiarity with American muscle cars from the 1960s and '70s, you are no doubt familiar with the Edelbrock name and

Related Articles

- [warehouse documents pdf](#)
- [boss observation form](#)
- [lesco 2 gallon sprayer](#)

[Back to Home](#)