

**LS5  
454**

# CERTIFICATE OF REGISTRATION

**LS5  
454**

*Alex Salgueiro (vin# 136370A146737)*

The person named above has officially  
registered their  
1970 Chevrolet Chevelle SS LS5.  
The LS5 Registry is dedicated to preserving  
the history and heritage of these cars.

*Dale McIntosh*

*January 22, 2014*

**LS5  
454**

**Dale McIntosh**  
Administrator, LS5 Registry  
[ls5registry@macswebs.com](mailto:ls5registry@macswebs.com)  
<http://ls5registry.macswebs.com>

Date of Registration  
Certificate #0016

**LS5  
454**

## NATIONAL CHEVELLE LS5 REGISTRY

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### How Many LS5's Based On Body Style Were Sold?

#### Disclaimer

*Chevrolet did not keep, or at least did not release, information on how many of any particular body style were sold with what specific options. So, there is no known figure on how many of the 4,298 RPO Z15 options in 1970, how many of the 9,502 optional RPO LS5 in 1971, or how many of the 5,333 optional RPO LS5 were sold in a coupe, convertible, or sedan pickup body style. The same applies to how many H.D. 4-speeds, TH400 automatics, Positraction, vinyl tops, radios, etc. were sold by particular body style or in combination with other options.*

How many of a individual option and what series and/or body styles they were available in is known for regular production options; combinations of any two or more options are not. Exterior paint colors sold were a choice the consumer made and not technically an option so even the overall number of red/blue/green/etc. Chevelles is not known. Toss in an unknown number of 1970/71/72 Chevelles with RPO ZP3, special order paint, and you now have an unknown to factor in. While something simple like the number of Chevelles sold with bucket seats (RPO A51) is known, the colors of those seats and the body styles they were installed in is not known.

Examples of what is known and what can statistically be calculated given the number of 1970 (in this example) Chevelle V8 Malibu sport coupes, convertibles, and sedan pickups along with the number of known base LS5 options. For the purposes of this example, the known number of Z15 SS454 Equipment options is known, 8773, and the known number of optional LS6 engine sold is 4475, leaving 4298 with the base LS5 engine.

Total of possible body styles that the LS5 could be ordered in: 311,553

13637 V8 sport coupes: 263,684 - percentage of total possibilities, roughly 84.63%

13667 V8 convertibles: 7,141 - percentage of total possibilities, roughly 2.29%

13680 V8 sedan pickups: 40,728 - percentage of total possibilities, roughly 13.07%

RPO Z25 options: 8773 - 4475 (LS6) = 4,298 remaining base LS5.

Using an evenly distributed formula:

13637 V8 sport coupes: 84.63% of 4,298 results in 3,766 sport coupes.

13667 V8 convertibles: 2.29% of 4,298 results in 98 convertibles.

13680 V8 sedan pickups: 13.07% of 4,298 results in 562 sedan pickups.

Naturally the same methodology can be applied to 1971 and 1972, but with a twist. While the number of LS5 options is known for 1971 & 1972 (9,502 & 5,333 respectively), one must remember that the RPO Z25 SS Group option in these years could be ordered with any optional V8 engine, the 350-2, 350-4, 402-4 and 454-4. Therefore one can only calculate the number of Z15 SS Group optioned sport coupes, convertibles, and sedan pickups with the 454-4 based on an equal distribution basis and not factual numbers.

The total possibilities (13637, 13667, and 13680) for 1971 & 1972. In these calculations the percentages are rounded up to the nearest .01 so the total percentages do not come to 100% for 1972 and, hence, total LS5 options to not match exactly. The number of LS5 options sold listed below for 1971 and 1972 are LESS those reportedly sold in the Monte Carlo.

1971 - 231,101 Z15 SS Group options & 7,583 LS5 options:

13637 V8 sport coupes: 189,970 - percentage of total possibilities, roughly 82.20% or 6,234.

13667 V8 convertibles: 5,089 - percentage of total possibilities, roughly 2.20% or 167.

13680 V8 sedan pickups: 36,042 - percentage of total possibilities, roughly 15.60% or 1,182.

1972 - 262,810 Z15 SS Group options & 4,065 LS5 options:

13637 V8 sport coupes: 207,598 - percentage of total possibilities, roughly 78.99% or 3,212.

13667 V8 convertibles: 4,853 - percentage of total possibilities, roughly 1.85% or 75.

13680 V8 sedan pickups: 50,279 - percentage of total possibilities, roughly 19.13% or 778.

When one tries tossing into the mix the possible combinations of H.D. M22 4-speed, the M40 TH400 automatic, and/or the ZL2 cowl induction hood, those figures become even more diluted.

So the next time you see a Fathom Blue, LS5 4-speed with white interior and Cowl Induction hood being sold as '1-of-20' or 1-of-(any figure), etc. you can pretty much guess which part of the human anatomy it came from.

Many of these 1-of-xx figures come from an appealing and colorful production poster by Chevelle enthusiast Dan Carr. This poster has production figures for 1968 to 1972 Chevelles and Dan breaks down the figures in a very unbiased way (mathematically) in an attempt to show how many of a body style might have been ordered with various SS and non-SS specific options; mainly which SS package, transmission types and cowl induction hoods for 1970 through 1972. With Dan's permission the following excerpt from his explanation on how certain figures were determined is presented here.



**Chevelle SS 1964-1972**  
Muscle Car Source Book.  
Your reference guide for  
1964 through 1972  
Malibu SS, SS396, and  
SS-optional Chevelles.  
Get your copy today!

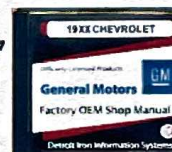
Jim & Nancy's 1971 SS454  
The Silver Smith



Personalized 3.5x2 Car Show/Toolbox Magnets



Details Make  
The Difference!



**ChevelleStuff**  
Forums  
Chat with  
other  
Chevelle  
owners!



131370LTH4037

146737

AT37683

136370A

10 SCHED NO DATE 18 04-01	11 FRAME XU-R	12 STRG KNUCKLE AS	13 FRT SPRING GB GB	14 REAR SPRING OO OO	15 FRT SHOCK BK	16 REAR SHOCK AW---	17 STAB BAR HH-N	18 CARB EH	19 PROP SHAFT PK-BL	20 EXHAUST CAA	21 FAN CLUTCH I Z	22 FAN PULLEY DU	23 VAC FITTINGS 370	24 DP SEQ NO 295582	0100		
25 MODEL 13637	26 TOP ---	27 ENG R1	28 TRANS WG	29 AXLE RU	30 ALTER CH	31 ALTER PULLEY ---	32 START MOTOR 418	33 FUEL PUMP 768	34 POWER STRG PULLEY ---	35 CRANK PULLEY AA	36 V BELT GROOVE 1 AE	37 V BELT GROOVE 2 ---	38 V BELT GROOVE 3 ==	39 V BELT GROOVE 4 BH	40 AIR PUMP & PLUG TCS-2CCS	41 AIR PULLEY P2	42 FUEL GAUGE
43 TIRE 7	44 W 19 19	45 COLOR W 19	46 WHEELS AO	47 RADIATOR BQ	48 RADIATOR UPR HOSE KY	49 RADIATOR LWR HOSE SZ	50 BATT. R7SW	51 BATTERY POS. CABLE NG	52 BATTERY NEG. CABLE FV	53 A/C COMPRESSOR ---	54 FRT. END HARNESS VM	55 ENGINE HARNESS YC	56 AIR CLEANER SS	57 HYDRO PIERCE YM	58 ANTENNA C6-L	59 HTR. HSE. INLET 926--	60 HTR. HSE. OUTLET 929
SPEC. ORD.	61 BODY FRT. HARNESS 9390	62 BODY LAMP HARNESS 8671	63 BODY POWER HARNESS ---	64 T.P. HARNESS 425	65 CONSOL. HARNESS BG	66 INST. CLUSTER CA	67 MSTR. CYL CN	68 STRG. WHL AB	69 STRG. COLUMN CX	70 STRG. COL. COLOR BLACK	71 TACH. ---	72 SPEED. CABLE CS	73 8165	74 FRT. CTRL. ARMS XU XF	75 REAR NHHD	76	
77 CARPET FRONT C6323	78 CARPET REAR ---	79 LINER ALK	80 W/HOSE 3326	81 SHELF TRIM ---	82 SEAT ADJUST. M-BEN	83 PAD FRT. BACK ---	84 PAD FRT. CUSHION ---	85 PAD REAR BACK 5475	86 PAD REAR CUSHION ---	87 SEAT BELTS S-BL	88 SHOULDER HARNESS ---	89 DOOR PADS ---	90 I.P. PADS 052	91 WHL. CVRS. 323FJ	92 SEAT GEAR & ADAPTER IR F - 21RED	93	
93 TIRES TIRES-QTY L8DS 5	94 SHIF. CAB 4-BEN	95 PC	96	97 A/CLNR LABEL MOUNTS 454-360HP	98 C-F35	99	100 STRG. PUMP DL	101 STRG. GEAR CE	102 THROTL. CONTROL CABLES ---	103 TRANS. COOLER UNIT ---	104 ENGINE OIL LINE LABEL ---	105 TIRE PRESS. LABEL BC	106 TIRE DESCRIPTION F70X14/B-2&2-BB-LTR				

107

\*AS1 STD FRT HRN =\*C56 I/P SIDE VENT LS5 V8 454 CI 4 B T60 HD BATTERY FRS/UNI/GDY  
 A01 ALL TNTD GLAS D88 HOOD&DECK STR M22 HD 4 SPD TRAN \*U27 GL-VE COMP LP MALIBU COUPE H/TOP  
 \*B96 R WHL OPG ML F41 SPC PERF SUSP (PL4 F70X14WH LTR U63 P/B RADIO LWR 19 BLACK  
 GY2 331 RATIO AXLE U76 W/S ANTENNA UPR 19 BLACK  
 J50 POWER BRAKES TRM BLACK TRIM  
 JL2 PWR DISC FRT Z15 454 SS PKG

DATE TRANS. NUMBER 1 3 3 DIV. # BODY SHOP % TRIM SHOP % STANDARD

108 PROTECT-O-PLATE 755	TRIM	PAINT	VEHICLE IDENT 136370	NUMBER	CARB	ENGINE NUMBER	PLANT	ASSEMBLY DIVISION GENERAL MOTORS CORPORATION	ATLANTA, GEORGIA	XXXXXX	
CHARGED TO JOS ED MOLLISON CHEVROLET 3228 NORTH 27TH STREET NORTH RIDGE, ALA	DEALER 3520	CLASS B70	118 S/P	CAR LINE	LABEL LOCATION AND SIGNATURE AFFIXED	IN GLOVE BOX	120 ROUTING	121 CAR & LOAD NUMBER	122 DESTINATION CHARGES	123 PLANT TO DESTINATION AMT. 36.65	SIGNED FOR:
STATEMENT OF ACCEPTANCE BY CARRIER THE UNDERSIGNED CARRIER RECEIVES AND ACCEPTS FOR TRANSPORTATION THE NEW AUTOMOBILE DESCRIBED HEREON, IN GOOD ORDER, TO BE DELIVERED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF ITS CONTRACT WITH GENERAL MOTORS CORPORATION (GM ASSEMBLY DIVISION).											
XXXXXX											

CHEVROLET MOTOR DIVISION  
General Motors Corporation



Dealer To Whom Delivered

ED MOLLISONS CHEVROLET  
3228 N 27TH ST  
NORTH BIRMINGHAM, AL

30-370

Delivered to Dealer At  
(If Different From Above)

Make Vehicle Identification Number

CHEVROLET

Final Assembly Point

136370A146737

ATLANTA GEORGIA

Manufacturer's Suggested Retail Price: (Includes Federal Excise Tax on this Model and Suggested Dealer New Vehicle Preparation Charge)

Model: 13637 8 MALIBU SPI COUPE

Destination Charge

This vehicle was manufactured in compliance with all applicable Federal motor vehicle safety and emission control standards.

Subtotal

Manufacturer's Suggested Retail Delivered Prices, including Federal Excise Tax, on Options and Accessories installed on this Vehicle by the Manufacturer:

933	19-19 TUXEDO BLACK	00
755	BLACK VINYL INTERIOR	00
A01	SOFT-RAY TINTED GLASS	36 90
A85	DELUXE FRONT HARNESS	26 35
G80	POSITRACTION AXLE	42 15
M22	SPECIAL 4-SPEED TRANSMISSION	221 80
N33	COMFORTILT STEERING WHEEL	43 30
N40	POWER STEERING	105 35
U14	SPECIAL INSTRUMENTATION	84 30
U82	AM PUSHBUTTON RADIO	64 10
T60	HEAVY BATTERY	15 80
Z15	SS 454 EQUIPMENT	503 45

SS 454 EQUIP--454 V8 ENGINE, DUAL EXHAUST SYSTEM, SPECIAL DOMED HOOD, BLACK-ACCENTED GRILLE, POWER DISC BRAKES, SPORT WHEELS, WIDE OVAL WHITE LETTERED TIRES, WHEEL OPENING MOLDINGS, BLACK RESILIENT REAR BUMPER PANEL, BRIGHT ENGINE ACCENTS, SPECIAL CHASSIS FEATURES. THIS CAR INCLUDES ALL THESE FEATURES: ASTRO VENTILATION, HIDE-A-WAY WIPERS, GLOVE COMPARTMENT LIGHT, CARPETING, FRONT SEAT BACK LATCHES, FRONT SHOULDER BELTS, LIGHTER, LUGGAGE COMPARTMENT MAT, HEAD RESTRAINTS.

Factory Installed Options And Accessories

Subtotal

1,140 50

Total Amount

(Does not include dealer installed options or accessories, state or local taxes or license fees)

\$ 4,637 50

This label and the information thereon has been affixed to this motor vehicle by Chevrolet Motor Division, General Motors Corporation, pursuant to the requirements of Public Law 85-506, 85th Congress, which prohibits the removal or alteration of this label prior to the time that such automobile is delivered to the actual custody and possession of the ultimate purchaser.

YOU GET  
ALL THESE VALUABLE  
QUALITY,  
SAFETY OR CONVENIENCE  
FEATURES  
AS STANDARD EQUIPMENT

- Outside rearview mirror
- Wide day-night inside mirror
- Energy-absorbing steering column and steering wheel
- Anti-theft lock system for ignition, steering and transmission selector
- Starter safety switch
- Automatic ignition key alarm
- Padded instrument panel and sun visors
- Seat belts with pushbutton buckles and outer front retractors
- Four-way hazard warning flasher
- Passenger-guard door locks with forward-mounted lock buttons
- Dual-speed electric windshield wipers and washer
- Engine emission control system
- Dual master cylinder brake system with warning light
- Side marker lights and parking lights that illuminate with headlights
- Back-up lights
- Flush-and-dry rocker panels
- Magic-Mirror acrylic lacquer finish
- Body by Fisher

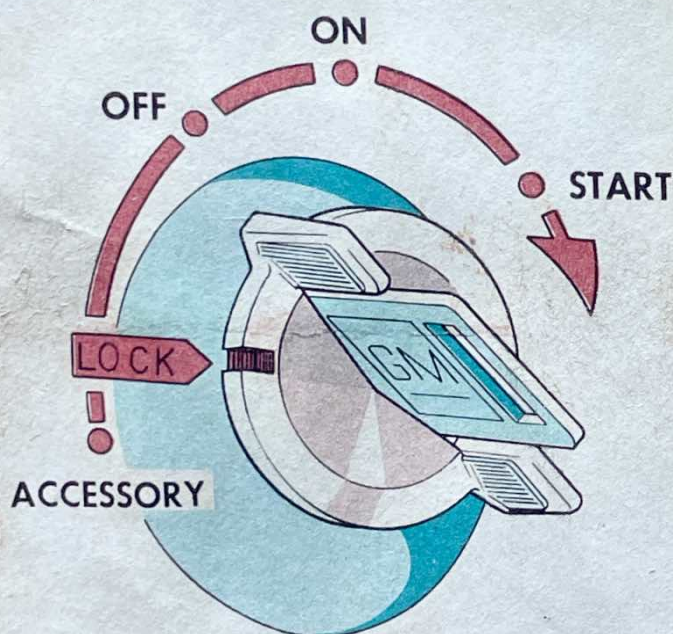
AND MANY MORE . . .

CHEVROLET MOTOR DIVISION  
General Motors Corporation



ST  
TR  
70-13637  
755 04A  
B80 B90  
205582  
BODY BY FISHER  
A 37688  
19 19  
160100  
BDY FNT  
GENERAL MOTORS CORPORATION  
CERTIFIES TO THE DEALER THAT THIS VEHICLE  
CONFORMS TO ALL U.S. FEDERAL MOTOR VEHICLE SAFETY  
STANDARDS APPLICABLE AT TIME OF MANUFACTURE

# Guide to the new GM IGNITION LOCK SYSTEM



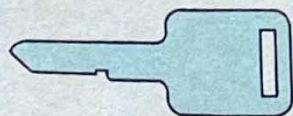
THE NEW "LOCK" SYSTEM HAS BEEN PROVIDED TO DECREASE THE THEFT HAZARD OF YOUR NEW CAR. IT LOCKS THE IGNITION SYSTEM, THE TRANSMISSION CONTROLS, AND THE STEERING MECHANISM. HERE'S HOW IT WORKS.

## Automatic Transmission



THE KEY CAN BE REMOVED ONLY with the transmission selector in PARK and after the key has been rotated to the LOCK position. This means that not only is the ignition system locked, but the transmission controls and steering mechanism are also locked.

## Manual Transmission



THE KEY CAN BE REMOVED ONLY with the shift lever in REVERSE and after the key has been rotated to the LOCK position.

**To start the engine, the clutch pedal **MUST** be depressed! Parking brake should always be applied.**

(SEE OPPOSITE SIDE FOR ENGINE STARTING PROCEDURE)

K

10A146T37

70 Chaves

POC25C

70-64-00

POC

3978764 GM

70 Chevy

392586

U.S. PATENT NO. 3088339  
GENERAL MOTORS CORP.

IS

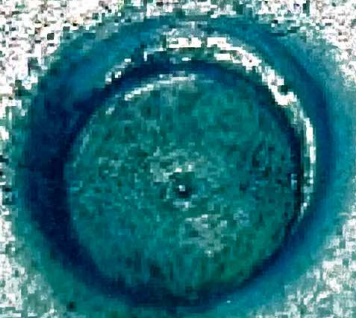
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3952648

13-2



70 Chevrolet

GM 111  
39-16-17

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LH1

112 097 31 21

## LIMITED WARRANTY

PerTronix, Inc. warrants to the original Purchaser of its solid-state ignition system that the product shall be free from defects in material and workmanship for a period of (30) months from the date of purchase.

If within the period of the foregoing warranty PerTronix finds, after inspection, that the product or any component thereof is defective, PerTronix will, at its option, repair such products or component or replace them with identical or similar parts PROVIDED that within such period Purchaser:

1. Promptly notifies PerTronix, in writing, of such defects.
2. Delivers the defective products product or component to PerTronix (Attn: Warranty) with proof of purchase date; and
3. Has installed and used the product in a normal and proper manner, consistent with PerTronix printed instructions

THE FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

THE FURNISHING OF A REPAIR OR REPLACEMENT COMPONENT OR COMPONENTS SHALL CONSTITUTE THE SOLE REMEDY OF PURCHASER AND THE SOLE LIABILITY OF PerTronix WHETHER ON WARRANTY, CONTRACT OR FOR NEGLIGENCE, AND IN NO EVENT WILL PerTronix BE LIABLE FOR MONEY DAMAGES WHETHER DIRECT OR CONSEQUENTIAL.

## Complete your ignition upgrade with a high performance coil!

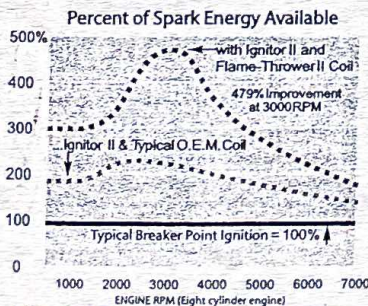
### The 45,000 volt Flame-Thrower® II High Performance Coil. IT'S HOT!



Available in Oil filled chrome or stock black.

Epoxy version available for racing applications

- Maximizes energy and reliability over the full RPM range
- Enables larger plug gaps for greater fuel efficiency, more power
- Delivers more spark energy and voltage
- CARB E.O. #D-57-10, legal in all 50 states and Canada
- Fits existing brackets
- Made in U.S.A.



An illustration of the spark energy available with Ignitor II compared to points and how the Ignitor II improves performance with the OEM coil.

# Ignitor® II

## ELECTRONIC IGNITION

### INSTALLATION INSTRUCTIONS FOR PART NUMBERS 91164, 91165 & 91181

#### READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

1. Turn the ignition switch off and disconnect the battery negative (-) cable.
2. Disconnect the points wire from the negative (-) terminal of the ignition coil.
3. Remove the distributor cap without disconnecting the spark plug wires.
4. Note the position of the rotor and remove the distributor from the engine.
5. Examine the distributor cap and rotor for excessive wear or damage. Replace as needed.
6. Remove the points, condenser and grommet. The Ignitor II does not require any modification to the distributor. Therefore the points, condenser and hardware can be used as backup.
7. Clean any oil or dirt from the breaker plate and point cam.
8. Install the magnet ring by slipping it over the shaft and advance weight assembly and inserting the two threaded 6-32 studs into the two holes where the screws that held the rotor were removed. (See Figures B & C) **NOTE:** If you are installing part number 91165, you will find a notch in the magnet ring near one of the mounting studs. That stud must be inserted in the hole nearest the square cut out in the advance weight assembly.
9. Install the rotor over the 6-32 studs and secure it with the provided 6-32 kep nuts and silver flat washers. Do not tighten at this time.
10. Install the Ignitor II module using the same screw holes the points used. **NOTE:** For dual point distributors, the module should be mounted in the place of the leading point set.
11. Before adjusting the air gap, be sure that the magnet ring is seated against the advance weight assembly and that the module is seated against the breaker plate. The air gap should be between approximately 0.010" at the low end and less than 0.060" at the high end.
12. With the distributor shaft pushed down, rotate the shaft and check that the magnet ring does not rub against the module. If rubbing occurs, use pliers to carefully bend the module bracket until the rubbing stops. Measure the closest point between the module and magnet ring. Gaps greater than 0.060" should be adjusted by installing the provided thin washers on the magnet ring studs, between the

1970 Chevelle

**Edelbrock®**

# Performer and Performer RPM Intake Manifolds For Big Block Chevrolet Engines Catalog #s 2161, 3761, 7161, 7163, 7164, 7561, 7562, 75613 INSTALLATION INSTRUCTIONS

**PLEASE** study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a mechanic. If you have any questions or problems, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at [edelbrock@edelbrock.com](mailto:edelbrock@edelbrock.com).

## • DESCRIPTION:

Edelbrock Performer intake manifolds are designed for 396-502 c.i.d. big-block Chevy engines operating in the idle to 5500 rpm range. Performer RPM and RPM Air-Gap intake manifolds are designed for 396-502 c.i.d. big-block Chevy engines operating in the 1500-6500 rpm range. In most cases, these manifolds accept late model water necks, air conditioning, alternator and H.E.I. ignition systems. Any exceptions are listed in the "Applications" section below. Match Performer or Performer RPM intake manifolds with recommended carburetors and additional equipment for even greater performance increases.

## APPLICATIONS:

INTAKE MANIFOLD	REFERENCE	APPLICATION
<b>2161, 3761</b>	B, C, E	Performer 2-O: Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. Will fit 1965-1990 oval-port heads. Not for "tall block" V8s. Use #8028 waterneck adapter for 1986 and later. Choke plate #8961 included.
<b>7161, 7163</b>	A, C, D, E	Performer RPM 2-O and 2-R: 7161 is designed for 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). No provisions for exhaust heated chokes. Not for "tall block" V8s. 7163 is similar to 7161, but is designed to fit high performance rectangular-port cylinder heads. Will not fit oval port heads.
<b>7164</b>	A, C, D, E	Performer RPM Q-Jet: Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier) using spread-bore carburetors. Also accepts Edelbrock square-bore carburetors without requiring an adapter. Will accept divorced choke. Not for "tall block" V8s.
<b>7561, 7562, 75613</b>	A, C, D, E	RPM Air-Gap 2-O and 2-R: 7561 is designed for 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). Air-Gap designs separate the runners from the hot engine oil resulting in a cooler, denser charge for more power. Features rear water outlets, two distributor clamp locations, and nitrous bosses. No provisions for exhaust heated chokes or exhaust crossover. 7562 is similar to 7561, but is designed to fit high performance rectangular-port cylinder heads. Will not fit oval port heads.

**A** - Not legal for sale or use on pollution controlled motor vehicles.

**B** - Stock replacement/street legal in some applications. See "Stock Replacement Parts List for Intake Manifolds" insert, or Catalog for details.

**C** - Will not fit under stock Corvette hood.

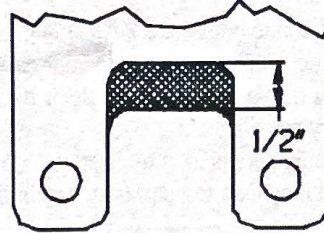
**D** - Will not fit under stock 1965-1967 Chevelle or 1967-1981 Camaro hood.

**E** - Available in additional finishes, such as polished, PermaStar, or EnduraShine. See Catalog for details.

- **EGR SYSTEMS:** Edelbrock EGR-equipped *Performer* manifolds are intended as a direct functionally identical replacement for their O.E.M. counterparts. All exhaust emissions or emissions related stock components are intended to be retained and functional. Non-EGR equipped manifolds will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on most 1972 and later. Check local laws for requirements.

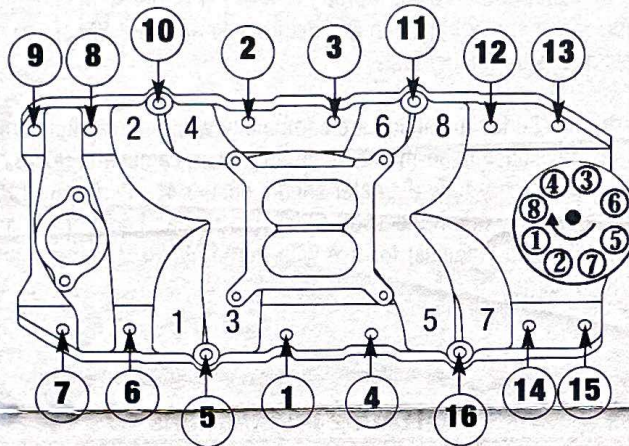
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. See our catalog for details. **To order a catalog, call (800) FUN-TEAM**, or visit [www.edelbrock.com](http://www.edelbrock.com).

## STOCK THROTTLE BRACKET



**Figure 1 - Throttle Bracket Modification**

**Remove material in the shaded area on stock throttle brackets to clear the intake manifold.**



**Figure 2 - 396-502 C.I.D. Chevrolet Bolt Torque Sequence**

**WARNING: DO NOT USE TORQUE WRENCH ON BOLTS 5, 10, 11, and 16. HAND TIGHTEN ONLY**

**Torque Remaining Bolts To 25 ft./lbs.**

**Firing Order: 1-8-4-3-6-5-7-2**

**Turn Distributor Counter-Clockwise to Advance Ignition Timing**



**Edelbrock Corporation • 2700 California St. • Torrance, CA 90503**

**Tech Line: 800-416-8628 • E-Mail: Edelbrock@Edelbrock.com**



Corb 70 - Chevells

Customer:

Model #

AED 750-HO

Date

4/5/13

Jets Primary: 70  
Jets Secondary: 80

Prim. Idle Bleed: .070  
Prim. High Speed: .031  
Sec. Idle Bleed: .070  
Sec. High Speed: .031  
Int. Bleeds: N/A

Power Valve Prim: 4.5  
Power Valve Sec: N/A  
Squirter Prim: .031  
Squirter Sec: .035  
Air/Fuel Primary: N/A  
Air/Fuel Secondary: N/A

Customer Core:

New Core:

Gasoline:

Alcohol:

Bleed Kit:

Wet Flow:

Rebuild:

"HO" Mods:

"HOM Mods:

"Super Mod"

"Pro-Series"

"Nascar"

Test Run:

Comments:

## AED 4150 PERFORMANCE CARBURETOR



[www.aedperformance.com](http://www.aedperformance.com)

Congratulations on your purchase of an AED Performance Carburetor. It will give you years of trouble free operation if "tuned" & maintained properly.

When you receive your carburetor check for damage during shipping, then proceed with installation. Always use a quality hi-flow fuel filter! Remember even small pieces of trash or water are the enemy. After installation recheck all fuel lines & check for full throttle opening & fuel leaks. ***Always retighten*** the bowl screws after installation because of the non-stick gaskets. Next check fuel level in both bowls. Your front fuel level should 1/2 way up the sight glass, while rear float level should be about 2/3<sup>rd</sup> of the way up the sight glass or just a little higher to prevent fuel fall out from the rear jets under hard acceleration. Set fuel pressure to 6-1/2 to 7 psi at idle, no more. If you're using an inadequate fuel system that drops pressure more than 1 1/2psi at WOT replace your pump or fix your fuel system. If you encounter high G-forces & your car noses over at the end of low gear contact your AED distributor for part # 5895 Jet Extensions, or even better our new custom jet extensions & machined float (part # 5896). HO-Series do not come with jet extensions.

Start it up & get some heat in the engine. After you have some temp, set idle speed & adjust the idle mixture screws on all four corners for best idle quality. Set idle speed lower than normal to adjust idle mixture, then you can adjust the idle speed back up. This is a performance carburetor so we have a richer than normal idle & transition circuit for better response & to handle big manifolds & camshafts. Tuning the idle circuit can greatly increase performance throughout the rpm range. If you get some off-idle hesitation adjust idle mixture screws out another 1/2 turn & try again. If you still have any problems check ignition timing for proper advance. Note: Performance engines require allot of initial timing & quick mechanical advance. If you have a vacuum advance on your distributor hook the vacuum line to straight manifold vacuum. ***If you have an MSD distributor you have to change to the black advance bushing & 1 light & 1 medium spring!*** They are not setup for performance out of the box & can cause hesitation or very rich idle to make your carburetor work correctly.

The main circuit setting is approximately 12.8 to 1 air fuel ratio. Since this is a universal carburetor we took the middle of the road approach on tune up. We recommend installing with factory settings & tune from there with jetting. For race settings you might have to jet up a couple of jet #'s front & rear, while some milder combinations might require leaning up the main jets a couple of #'s for best performance. Tune for best mile per hour with main jets, but always check plugs for an excessive lean condition so you won't hurt the motor. All "wet-flow" work has been performed to balance matched fuel delivery between front & rear barrels so when jetting keep the same jet stagger. For example; if existing jetting is 72's front & 80's rear if you want to richen up 2 jet #'s go to 74's & 82's.

Your new carburetor comes with squirters which should be in the program for most applications. Heavy cars with allot of spacer, camshaft, or a tight converter could require additional squirter if a stumble is encountered during hard acceleration.

Spacers are not only a great tuning device but should act as a thermal barrier to prevent power robbing heat to be exposed to the carburetor. We offer absolutely the finest 1/2" & 1" birchwood spacers available! Check with your AED dealer to further enhance your performance potential. We have seen gains of over 15 H.P. on our dyno.

We always recommend AED rebuild kits for a freshen up. They have all the quality components you need for a professional job! All double pumpers (HO-Series) from 650 to 1000 cfm units take **AED Kit # 4150**.

### WARRANTY

We have gone to great lengths to provide you with a carburetor that has been through rigorous quality control testing. We run every carburetor before shipping! Most all problems we see are related to *trash* in the carburetor, *improper adjustment* or *application*, & physical damage. These problems are not covered under warranty. Since this is a universal carb. you are responsible for proper tune up per application. Because this carburetor doesn't perform on a stock 283 is mis-application. If there is a defect with your carburetor all warranty will be handled by the factory not your AED distributor. The reasoning is simple, to keep your purchase price so low we can't afford to warranty carbs that have no problems, or previously stated non-warranty problems. For great ***"Tuning Info"*** go to our website under ***"Tuning"***. If you feel you do have a problem we want to help!

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