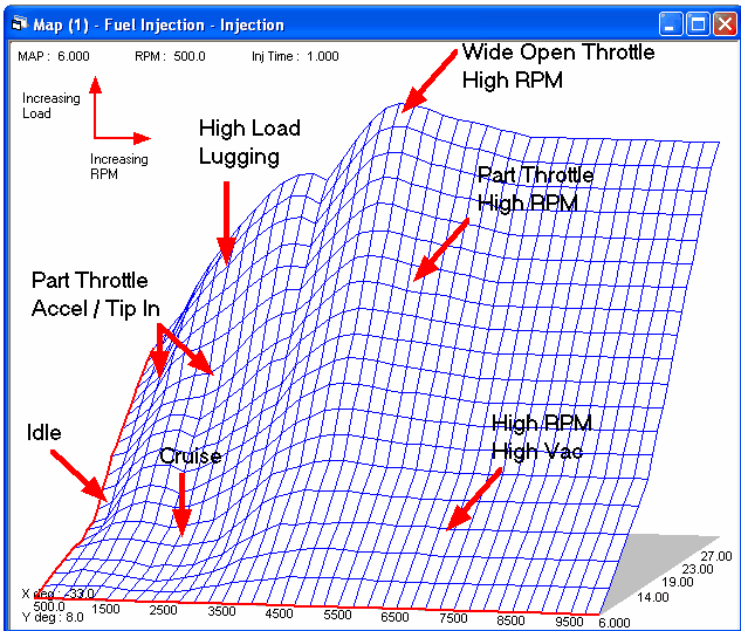
Edelbrock Pro Flo EFI Calibration Selection Guide

Choosing the right base calibration can simplify the tuning process. Choosing the wrong one can lead to frustration, wasted time and possible engine damage! Edelbrock is continuously adding and/or improving calibrations for different engine combinations. Most base calibrations are developed using popular Edelbrock Power Package components. Often, customers will not have the EXACT same combination that Edelbrock used to develop the base calibration. This guide will help customers/tuners understand the combination descriptions and how to use that information to choose the right starting calibration. Where there are differences from Edelbrock's setups, the guide will recommend the appropriate changes based on these differences.

To choose the correct starting calibration, you need to understand some basic EFI control strategy concepts. Most aftermarket EFI systems, including the Edelbrock Pro Flo, use a 3 dimensional "map" to command the appropriate injector flow rate and spark advance. A typical fuel map is shown below with engine operating modes highlighted. The "grid" intersections represent commanded injector pulse width values at each engine speed and manifold pressure set point. Manifold pressure (or vacuum) is used to indicate the amount of load on the engine. More load at a given RPM requires more fuel flow to maintain a given air / fuel ratio. The higher the injector pulse width, the greater the overall fuel flow. The main fuel and spark maps are part of the calibration file loaded into the engine controller unit (ECU) memory.



Edelbrock Pro Flo2 and Pro Flo XT systems feature a hand held calibration module that allows you to "modify" the base calibration by increasing or decreasing fuel and/or spark *modifiers*. Calibration module changes do not directly change the values in the base calibration file. They *modify* or *trim* the base calibration tables. The combination of the (1) base calibration and (2) calibration module "modifiers" determines the overall engine tune. There are limitations on both the amount of fuel and spark modifications allowed through the hand held module as well as the resolution of the modifications tables. If you choose the wrong base calibration, you may not be able to change the file enough to properly tune the vehicle if using the calibration module alone. This is why it is very important to either choose the right starting file or understand the changes necessary to compensate for your engine's setup.

Primary factors that affect an EFI calibration:

Camshaft Profile

Cam profile theory (in total) is beyond the scope of this guide but a few key concepts are important to understand when tuning a fuel injected engine. Valve Overlap – Overlap is the period when both intake and exhaust valves are opened together; when the exhaust valve is closing at the end of the exhaust stroke and the intake valve is opening prior to the intake stroke occurring. In racing engines, increased overlap helps scavenge the spent exhaust gases out of the chamber and pull the fresh intake charge into the chamber. The effectiveness of this phenomenon though decreases significantly at low engine speeds. In fact, increased overlap tends to dilute the incoming fresh charge with exhaust gases at low speeds causing decreased idle / cruise vacuum, rough idle, poor fuel economy and increased exhaust emissions. Factors that affect valve overlap are duration and lobe centerline angle or LCA. For a street cam, which must by necessity strike many compromises, the use of wider LCAs produces more acceptable results than tight ones. Wider LCAs allow the use of longer duration cams to improve top end power without penalizing low RPM drivability. Edelbrock recommends a minimum of 112° LCA for fuel injected applications. It is possible to tune an engine with tighter LCAs but the task is much more difficult due to low and/or fluctuating manifold pressure at idle. Remember from above that the main fuel map is used to command the required fuel flow and that manifold pressure is used as an indication of engine load at a given RPM. At idle and cruise conditions, large overlap cams will cause a decrease in engine vacuum. To the engine controller, this is seen as an increase in manifold absolute pressure. Normally what happens when manifold pressure increases? Fuel flow must increase as well. More load right? The problem is that the increased exhaust dilution necessitates a *leaner* mixture for proper running not *richer*.

Cylinder Head Design

Compression ratio - In combination with the shape of the piston, the cylinder head design determines the engines compression ratio. Increasing the compression ratio increases peak cylinder pressure which usually requires less total spark advance. Port Volume – Intake port volume by itself cannot be used as the sole indicator of airflow potential. The shape of the port is as important (if not more so) than the volume. That being said though, heads with large port volumes (more than 200cc intake port volume) are usually designed for larger displacement, higher RPM engines. To maximize this potential, they are ideally combined with cam profiles that are optimized for a relatively narrow (usually high RPM) band of operation. In other words, a cam that moves the torque peak higher in the RPM range and usually adversely affects economy, emissions and low speed drivability.

Engine Displacement

As a rule of thumb, larger displacement engines move more air and therefore require more fuel flow to maintain a given air / fuel ratio. This is not always the case though. Induction system design, cam profile and cylinder head design obviously impact airflow potential and it is entirely possible for a smaller displacement engine to flow more air and require more fuel than one with larger displacement.

Example Base Calibration Setup:

The following example will describe tuning modifications that may be necessary to compensate for differences between a given customer engine specification and Edelbrock test engine specifications.

Customer Engine Combination

Displacement: 383 cu-in
Compression Ratio: 9.0:1

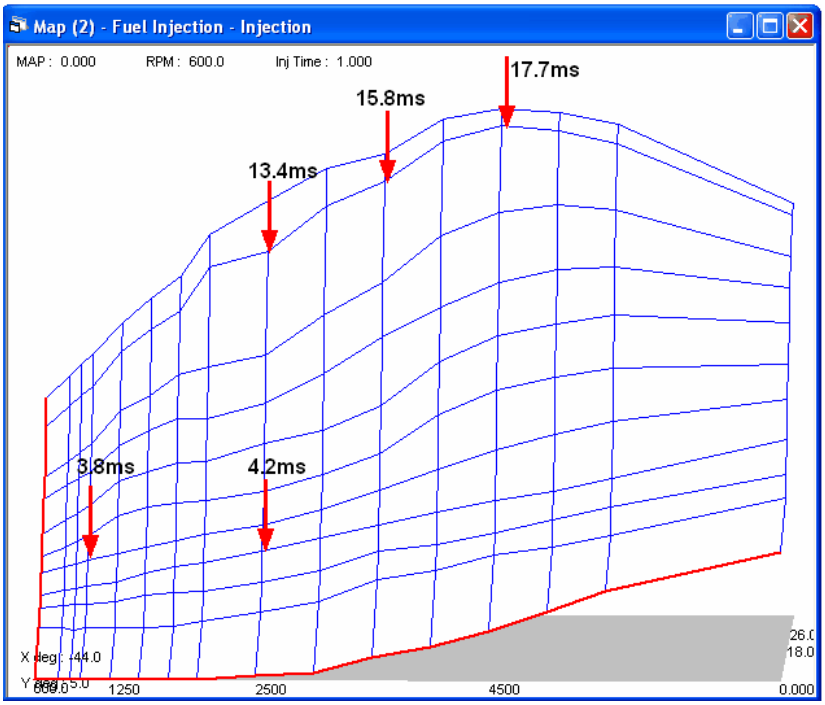
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60989** – 200cc intake port volume
Cam: Edelbrock **#2204** - 242°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 93 octane

Closest Edelbrock Calibration Combination – **#3514**

Cal #3514 Test Engine:
Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock **#2204** - 234°@.050", 114° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

The significant differences between these two setups are displacement, compression ratio, cam profile and fuel octane. The cam profile of the customer engine is more aggressive with significantly more duration and a 2 degree narrower LCA (112° vs 114°). This will create more overlap. The displacement is 383 vs 350 for the Edelbrock test engine spec. The customer engine will be tuned on 93 octane vs 91 octane for the Edelbrock engine. The customer engine is 9.0:1 CR vs 9.5:1 for the Edelbrock test engine.

To begin, let's look at the Edelbrock #3514 calibration with a few injector pulse width values highlighted at key areas:



The highlighted areas are idle, cruise, WOT - 2500, 3500 and 4500 RPM. The conditions are summarized below:

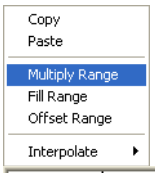
Condition*	Manifold Pressure**	RPM	Pulsewidth
Idle	18" absolute / 12" vacuum	1000	3.8 ms
Cruise	16" absolute / 14" vacuum	2500	4.2 ms
WOT 2500	30" absolute / 0" vacuum	2500	13.4 ms
WOT 3500	30" absolute / 0" vacuum	3500	15.8 ms
WOT 4500	30" absolute / 0" vacuum	4500	17.7 ms

* WOT = Wide Open Throttle
** Handheld Calibration Module displays manifold pressure in units of vacuum. bEditor software displays manifold pressure as *Airbox Pressure* in units of inches Mercury absolute. Engine vacuum = local barometric pressure minus indicated airbox absolute pressure.

Note the reference point pulsewidth values as well as the overall shape of the fuel map. Once the fuel map is optimally tuned, the shape of the map at wide open throttle (WOT) will closely match the actually torque and volumetric efficiency curves of the engine. Why is this important? Knowing the effect different cam profiles have on volumetric efficiency and peak torque, you can predict the changes necessary to configure a base cal for a different combination.

Next, we'll go through each difference in combinations and describe the required changes to the base calibration file.

Engine Displacement - The new engine combination is 383 cubic inches vs 350 cubic inches for the base calibration. The increase in displacement is just under 10%. As a starting point we will add 10% to the main fuel map in the base file.



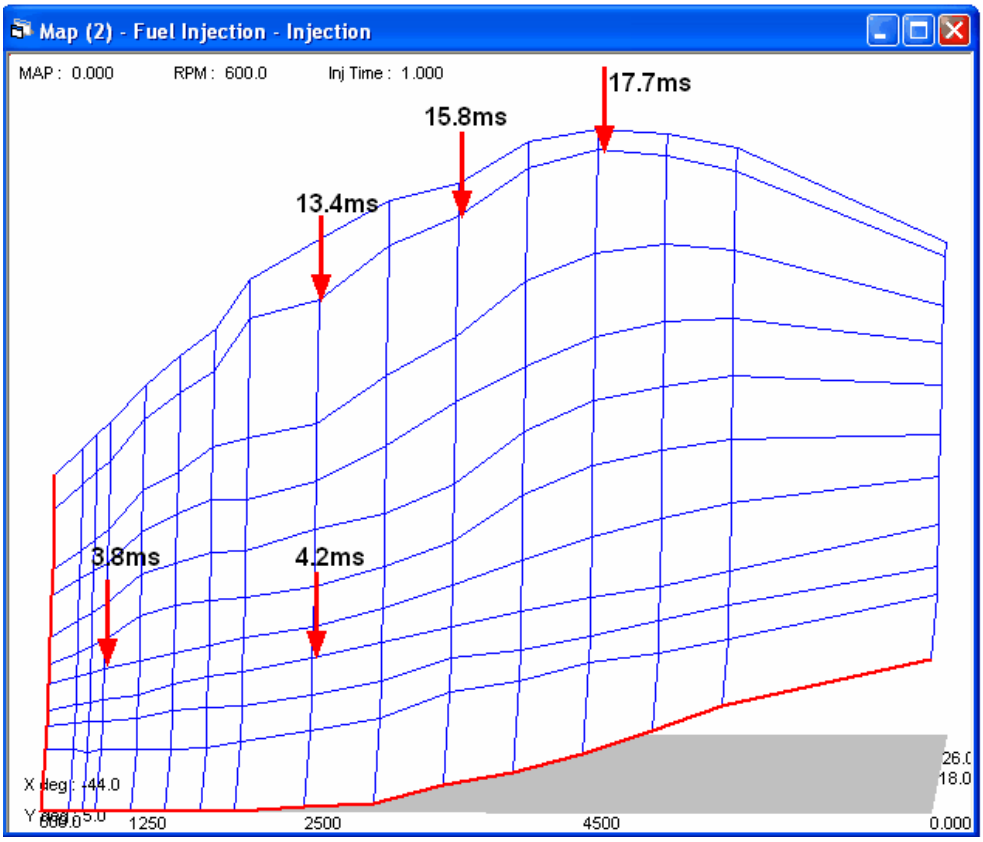
-	600.0	800.0	900.0	1000	1250	1500	1750	2000	2500	3000	3500	4000	4500	5000	5500	7000
0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.150	1.225	1.750	2.125	2.650	3.325	4.000	5.350
12.00	1.900	1.900	1.825	1.900	1.900	1.900	1.975	2.125	2.425	2.800	3.550	3.850	4.375	4.675	5.050	6.325
14.00	2.425	2.500	2.575	2.575	2.650	2.875	2.950	3.025	3.325	3.700	4.375	4.600	4.975	5.425	5.875	7.000
16.00	2.725	2.875	2.950	3.025	3.175	3.475	3.700	3.850	4.225	4.675	5.125	5.575	5.950	6.250	6.700	8.050
18.00	3.325	3.550	3.625	3.775	4.000	4.225	4.450	4.675	4.975	5.500	6.175	6.850	7.525	8.050	8.500	9.250
20.00	3.775	4.075	4.300	4.450	5.125	5.425	5.575	5.650	5.950	6.550	7.225	8.575	9.400	9.850	10.15	10.30
22.00	4.375	4.825	5.050	5.350	6.175	6.475	6.775	6.850	7.450	7.900	8.725	10.23	11.13	11.50	11.80	11.58
24.00	5.425	5.875	6.100	6.325	7.225	7.750	8.125	8.125	8.650	9.700	10.90	11.95	12.78	13.23	13.30	12.63
26.00	6.025	6.550	6.850	7.150	8.275	8.800	9.475	9.775	10.15	11.50	12.63	14.20	15.03	15.25	15.10	13.53
30.00	7.450	8.125	8.500	8.800	10.00	10.75	11.35	12.85	13.38	14.95	15.78	17.13	17.65	17.50	17.05	14.65
31.00	8.350	9.100	9.475	9.850	10.90	11.73	12.48	13.90	15.03	16.15	16.60	17.80	18.18	18.03	17.65	14.95

To add 10%, highlight the entire fuel map by left clicking and dragging over the entire map or simply left click the upper left hand blank cell in the table. The highlighted area will turn blue when it is selected. Select multiply range from the pop up menu and enter 1.10. This will add 10% to the entire table of values.

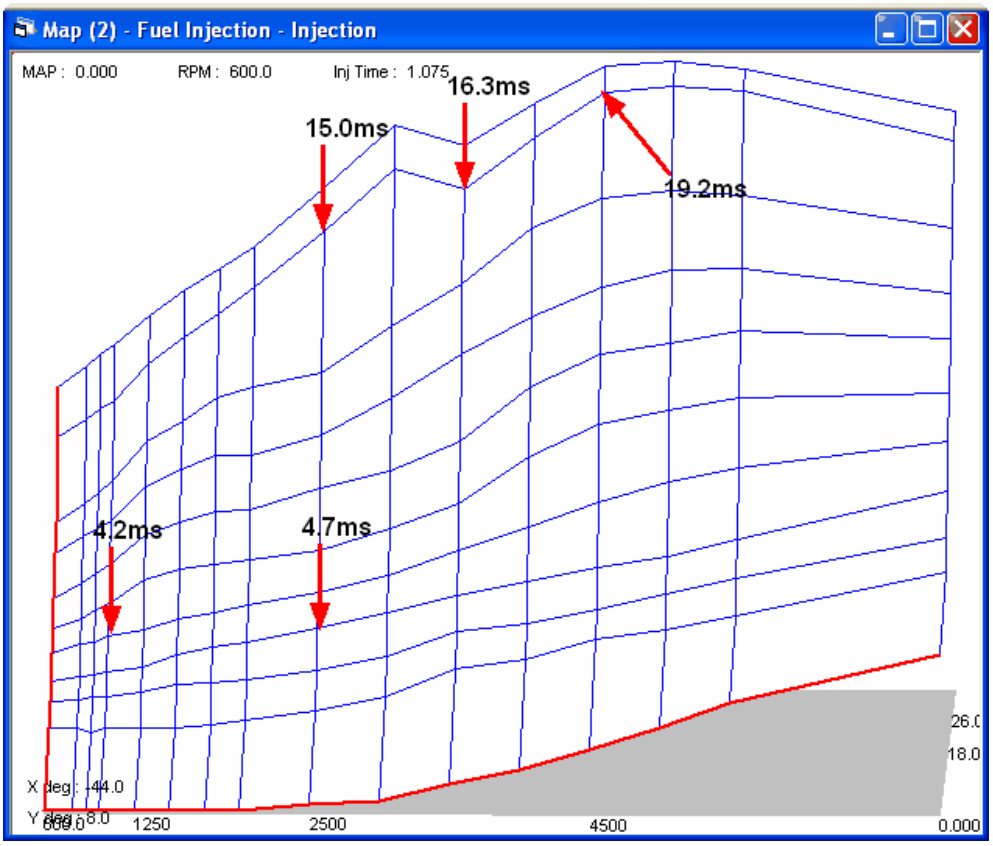
Cam Profile and increased Runner Volume – Next we need to reshape the fuel map for the difference in camshaft profile and intake runner volume. Remember the new cam profile is much more aggressive with more duration

and a narrower LCA. This will increase volumetric efficiency at higher RPM with a corresponding decrease at lower RPM. The same holds true for the added runner volume. These differences will likely move the engine torque peak up by 500-1000 RPM. How do we account for this?

Starting fuel map shape:



Modified fuel map shape:



Note the different shape at WOT. The values do not roll over as much at higher RPM. This compensates for the more aggressive cam profile and added intake runner volume. Note also the slight dip in torque around 3500 RPM. This characteristic is common with some aggressive cam profiles.

Compression Ratio and Fuel Octane – The example customer engine has 0.5 less compression ratio and will run on 93 octane fuel vs 91 octane for the Edelbrock test engine. These two differences combined mean that the customer engine can probably run 1-2 degrees more spark advance than the Edelbrock base calibration. This kind of change is easily done in the calibration module. To be safe, tune the fuel map first then when satisfied, add a few degrees of timing at WOT from 4500 RPM up.

NOTE: The recommendations above are for reference only. Every engine and vehicle combination is different and will likely require unique tuning. Always tune with proper equipment and instrumentation. Wide band AFR sensors are recommended.

Edelbrock Pro Flo EFI Calibration Matrix

Listed below are all currently available Pro Flo 2/XT calibration files. The files are categorized according to Pro Flo kit part number. To find a calibration that will work with your kit, find your kit part number then choose a calibration file that most closely matches your engine setup. Note that Pro Flo 2 and Pro Flo XT calibrations can't be interchanged due to the difference in idle air control function. Pro Flo XT kits use a 4 wire stepper motor valve. Pro Flo 2 kits use a 2 wire pulse width modified (PWM) valve.

Kit #3520 – Pro Flo XT System for 289-302 S/B Ford

Calibration **#3587**
File Name: **3587.TAB**
Strategy: **MAP-N**

Displacement: 347 cu-in
Compression Ratio: 9.9:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#51259** – 202cc intake port volume
Cam: Edelbrock RPM Hydraulic Roller **#2221** - 227°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7128**
Throttle Body: Edelbrock 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #3527 – Pro Flo XT System for Pre '86 Small Block Chevy

Calibration **#3560**
File Name: **3560.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60899** – 170cc intake port volume
Cam: Edelbrock RPM Hydraulic Roller **#2201** - 234°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7137**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Calibration **#3561**
File Name: **3561.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60899 -** 170cc intake port volume
Cam: Edelbrock RPM Hydraulic Roller **#2102** - 204°@.050", 112° LCA.
Intake: Edelbrock Pro Flo XT **#7137**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #3528 – Pro Flo XT System for Small Block Chevy with Vortec or E-Tec heads

Calibration **#3560**
File Name: **3560.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock RPM Hydraulic Roller **#2201** - 234°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7137**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC

Fuel: 91 octane

Calibration **#3561**
File Name: **3561.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock RPM Hydraulic Roller **#2102** - 204°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7137**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Calibration **#3570**
File Name: **3570.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 10.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM 12556463 (ZZ4 Crate Engine Spec.)
Cam: GM 10185071 (ZZ4 Crate Engine Spec.)
Intake: Edelbrock Pro Flo XT **#7138**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #3529 – Pro Flo XT System for 99-02 LS1, LS6

Calibration **#3580**
File Name: **3580.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 55 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Edelbrock **#2219** - 230°@.050", 114° LCA
Intake: Edelbrock Pro Flo XT **#7139**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Calibration **#3581**
File Name: **3581.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 55 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Edelbrock **#2218** - 207°@.050", 118° LCA
Intake: Edelbrock Pro Flo XT **#7139**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Calibration **#3582**
File Name: **3581.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 55 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203 cc intake port volume
Cam: Stock 2001 Corvette Z06
Intake: Edelbrock Pro Flo XT **#7139**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #3544 – Pro Flo XT System for B/B Chrysler 440 Wedge

Calibration **#3584**
File Name: **3584.TAB**
Strategy: **MAP-N**

Displacement: 440 cu-in
Compression Ratio: 9.27:1
Injectors: 44 lb/hr, 43 psi (vacuum referenced)
Heads: Edelbrock **#60929** – 210cc intake port volume
Cam: Edelbrock **#2206** - 240°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7144**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #3557 – Pro Flo XT System for B/B Chevy (Oval Port)

Calibration **#3571**
File Name: **3571.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 8.75:1
Injectors: 44 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60459** – 290cc intake port volume
Cam: Edelbrock **#2261** - 236°@.050", 112° LCA
Intake: Edelbrock Pro Flo XT **#7135**
Throttle Body: Edelbrock **#3864** – 90mm front mount, stepper motor IAC
Fuel: 91 octane

Kit #35000 – Pro Flo 2 System for Pre '86 Small Block Chevy

Calibration **#3510**
File Name: **3510.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 8.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM #93438648
Cam: GM #3896962
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3511**
File Name: **3511.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60909** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050", 112° LCA
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3512**
File Name: **3512.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60899** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050", 112° LCA
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3514**
File Name: **3514.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock **#2204** - 234°@.050", 112° LCA
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3515**
File Name: **3515.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM 12556463 (ZZ4 Crate Engine Spec.)
Cam: GM 10185071 (ZZ4 Crate Engine Spec.)
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000cfm, PWM IAC
Fuel: 91 octane

Kit #35030 – Pro Flo 2 System for Pre '86 Small Block Chevy (2 Barrel Air Valve)

Calibration **#3510**
File Name: **3510.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 8.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM #93438648
Cam: GM #3896962
Intake: Edelbrock Pro Flo 2 (2 barrel flange)
Throttle Body: Edelbrock Pro Flo 2 (2 Barrel) – 750 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3511**
File Name: **3511.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60909** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2, (2 barrel flange)
Throttle Body: Edelbrock Pro Flo 2 (2 barrel) – 750 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3512**
File Name: **3512.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60899** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2 (2 barrel flange)
Throttle Body: Edelbrock Pro Flo 2 (2 barrel) – 750 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3515**
File Name: **3515.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM 12556463 (ZZ4 Crate Engine Spec.)
Cam: GM 10185071 (ZZ4 Crate Engine Spec.)
Intake: Edelbrock Pro Flo 2 (2 barrel flange)
Throttle Body: Edelbrock Pro Flo 2 (2 barrel) – 750 cfm, PWM IAC

Fuel: 91 octane

Kit #35070 – Pro Flo 2 System for Pre ’86 Small Block Chevy

Calibration **#3510**
File Name: **3510.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 8.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM 12556463 (ZZ4 Crate Engine Spec.)
Cam: GM 10185071 (ZZ4 Crate Engine Spec.)
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3511**
File Name: **3511.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3512**
File Name: **3512.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock **#2102** - 204°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3514**
File Name: **3514.TAB**
Strategy: **MAP-N**

Displacement: 350 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60979** – 170cc intake port volume
Cam: Edelbrock **#2204** - 234°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35080 – Pro Flo 2 System for Chrysler Wedge/440 (29 lb/hr injectors)

Calibration **#3542**
File Name: **3542.TAB**
Strategy: **MAP-N**

Displacement: 440 cu-in
Compression Ratio: 9.27:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60929** – 210cc intake port volume
Cam: Edelbrock **#7194** - 238°@.050”, 110° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35090 – Pro Flo 2 System for Chrysler Wedge/440 (35 lb/hr injectors)

Calibration **#3543**
File Name: **3543.TAB**
Strategy: **MAP-N**

Displacement: 440 cu-in
Compression Ratio: 9.27:1
Injectors: 35 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60929** – 210cc intake port volume
Cam: Edelbrock **#7194** - 238°@.050", 110° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35140 – Pro Flo 2 System for 99-02 GM LS1/LS6 with stock intake (stock injectors)

Calibration **#3574**
File Name: **3574.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 25 lb/hr pico, 60 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Stock 2001 Corvette Z06
Intake: Stock 2001 Corvette Z06
Throttle Body: Stock 2001 Corvette Z06
Fuel: 91 octane

Kit #35180 – Pro Flo 2 System for 99-02 GM LS1/LS6 (35 lb/hr injectors)

Calibration **#3579**
File Name: **3579.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 55 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Edelbrock #2219 - 230°@.050", 114° Lobe Sep.
Intake: Edelbrock **#29085** – LS Victor Jr.
Throttle Body: Edelbrock **#3878** – 1000 cfm, stepper motor IAC
Fuel: 91 octane

Calibration **#3575**
File Name: **3575.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 55 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Stock 2001 Corvette Z06
Intake: Edelbrock **#29085**
Throttle Body: Edelbrock **#3878** – 1000 cfm, stepper motor IAC
Fuel: 91 octane

Calibration **#3583**
File Name: **3583.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 45 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Stock 2001 Corvette Z06
Intake: Edelbrock **#29085**
Throttle Body: Edelbrock **#3878** – 1000 cfm, stepper motor IAC

Fuel: 91 octane

Calibration **#3576**
File Name: **3576.TAB**
Strategy: **MAP-N**

Displacement: 5.7L
Compression Ratio: 10.08:1
Injectors: 35 lb/hr pico, 45 psi (vacuum referenced)
Heads: Edelbrock **#61969** – 203cc intake port volume
Cam: Edelbrock #2218 - 207°@.050", 118° Lobe Sep.
Intake: Edelbrock **#29085**
Throttle Body: Edelbrock **#3878** – 1000 cfm, stepper motor IAC
Fuel: 91 octane

Kit #35210 – Pro Flo 2 System for Ford 289-302 (29 lb/hr injectors)

Calibration **#3522**
File Name: **3522.TAB**
Strategy: **MAP-N**

Displacement: 302 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60259** – 170cc intake port volume
Cam: Edelbrock **#2122** - 204°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3523**
File Name: **3523.TAB**
Strategy: **MAP-N**

Displacement: 302 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60259** – 170cc intake port volume
Cam: Edelbrock **#7122** - 224°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35260 – Pro Flo 2 System for Chrysler 340/360 (29 lb/hr injectors)

Calibration **#3545**
File Name: **3545.TAB**
Strategy: **MAP-N**

Displacement: 360 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60779** – 171cc intake port volume
Cam: Edelbrock **#2177** - 204°@.050", 110° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3547**
File Name: **3547.TAB**
Strategy: **MAP-N**

Displacement: 360 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60779** – 171cc intake port volume
Cam: Edelbrock **#7177** - 234°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35300 – Pro Flo 2 System for ’67-’69 AMC 343, 390 (29 lb/hr injectors)

Calibration **#3548**
File Name: **3548.TAB**
Strategy: **MAP-N**

Displacement: 401 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60139** – 185cc intake port volume
Cam: Edelbrock **#2132** - 204°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3549**
File Name: **3549.TAB**
Strategy: **MAP-N**

Displacement: 401 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60119** – 185cc intake port volume
Cam: Edelbrock **#7132** - 234°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35310 – Pro Flo 2 System for ’70-’91 AMC/Jeep V8 (29 lb/hr injectors)

Calibration **#3548**
File Name: **3548.TAB**
Strategy: **MAP-N**

Displacement: 401 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60139** – 185cc intake port volume
Cam: Edelbrock **#2132** - 204°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3549**
File Name: **3549.TAB**
Strategy: **MAP-N**

Displacement: 401 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60119** – 185cc intake port volume
Cam: Edelbrock **#7132** - 234°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35410 – Pro Flo 2 System for 351W Small Block Fords (29 lb/hr injectors)

Calibration **#3544**
File Name: **3544.TAB**
Strategy: **MAP-N**

Displacement: 351 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock #60259
Cam: Edelbrock #2182 - 204°@.050”, 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3546**

Displacement: 351 cu-in

File Name: **3546.TAB**
Strategy: **MAP-N**

Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock #60259
Cam: Edelbrock # 2281 - 235°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35420 – Pro Flo 2 System for 390-428 B/B Ford FE

Calibration **#3577**
File Name: **3577.TAB**
Strategy: **MAP-N**

Displacement: 390 cu-in
Compression Ratio: 9.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60069** – 170cc intake port volume
Cam: Edelbrock **#7106** - 236°@.050", 108° Lobe Sep.
Intake: Edelbrock Victor FE EFI **#29365**
Throttle Body: Edelbrock **#38783** – 1000 cfm, PWM IAC
Fuel: 91 octane

Calibration **#3578**
File Name: **3578.TAB**
Strategy: **ALPHA-N**

Displacement: 390 cu-in
Compression Ratio: 9.0:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60069** – 170cc intake port volume
Cam: Edelbrock **#7106** - 236°@.050", 108° Lobe Sep.
Intake: Edelbrock Victor FE EFI **#29365**
Throttle Body: Edelbrock **#38783** – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35500 – Pro Flo 2 System for Oval Port Big Block Chevrolet (44 lb/hr injectors)

Calibration **#3554**
File Name: **3554.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 9.2:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock **#60459** – 290cc intake port volume
Cam: Edelbrock **#2261** - 236°@.050", 112° Lobe Sep.
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35510 – Pro Flo 2 System for Oval Port Big Block Chevrolet (29 lb/hr injectors)

Calibration **#3552**
File Name: **3552.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 8.75:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: GM #12562920 (GM 502 HO Spec)
Cam: GM #24502611 (GM 502 HO Spec)
Intake: Edelbrock Pro Flo 2
Throttle Body: Edelbrock Pro Flo 2 – 1000 cfm, PWM IAC
Fuel: 91 octane

Kit #35520 – Pro Flo 2 System for Rectangle Port Big Block Chevrolet (60 lb/hr injectors)

Calibration **#3555**
File Name: **3555.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 9.6:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77489** – 300cc intake port volume
Cam: Edelbrock **#2261** - 236°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI **#29025**
Throttle Body: Edelbrock **#38783** – 1000 cfm
Fuel: 91 octane

Calibration **#3556**
File Name: **3556.TAB**
Strategy: **MAP-N**

Displacement: 555 cu-in
Compression Ratio: 10.0:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77429** – 340cc intake port volume
Cam: Edelbrock **#2264** - 248°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI #29025
Throttle Body: Edelbrock **#38783** – 1000 cfm
Fuel: 91 octane

Kit #35530 – Pro Flo 2 System for Rectangle Port Big Block Chevrolet (60 lb/hr injectors)

Calibration **#3555**
File Name: **3555.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 9.6:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77489** – 300cc intake port volume
Cam: Edelbrock **#2261** - 236°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI **#29025**
Throttle Body: Edelbrock **#38793** – 1600 cfm
Fuel: 91 octane

Calibration **#3556**
File Name: **3556.TAB**
Strategy: **MAP-N**

Displacement: 555 cu-in
Compression Ratio: 10.0:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77429** – 340cc intake port volume
Cam: Edelbrock **#2264** - 248°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI **#29025**
Throttle Body: Edelbrock **#38793** – 1600 cfm
Fuel: 91 octane

Kit #35540 – Pro Flo 2 System for Rectangle Port Big Block Chevrolet (60 lb/hr injectors)

Calibration **#3555**
File Name: **3555.TAB**
Strategy: **MAP-N**

Displacement: 502 cu-in
Compression Ratio: 9.6:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77489** – 300cc intake port volume
Cam: Edelbrock **#2261** - 236°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI **#29025**
Throttle Body: Edelbrock **#38793** – 1600 cfm
Fuel: 91 octane

Calibration **#3556**
File Name: **3556.TAB**
Strategy: **MAP-N**

Displacement: 555 cu-in
Compression Ratio: 10.0:1
Injectors: 60 lb/hr Siemens, 50 psi (atmospheric referenced)
Heads: Edelbrock **#77429** – 340cc intake port volume
Cam: Edelbrock **#2264** - 248°@.050", 112° Lobe Sep.
Intake: Edelbrock Victor Jr. EFI **#29025**
Throttle Body: Edelbrock **#38793** – 1600 cfm
Fuel: 91 octane

Kit #35560 – Pro Flo 2 System for Pontiac 389-455 V8 (29 lb/hr injectors)

Calibration **#3585**
File Name: **3585.TAB**
Strategy: **MAP-N**

Displacement: 400 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock #60579 – 215cc intake port volume
Cam: Edelbrock **#7157** - 231°@.050", 113.5° Lobe Sep.
Intake: Edelbrock Victor EFI **#50565**
Throttle Body: Edelbrock **#38783** – 1000 cfm
Fuel: 91 octane

Calibration **#3586**
File Name: **3586.TAB**
Strategy: **MAP-N**

Displacement: 400 cu-in
Compression Ratio: 9.5:1
Injectors: 29 lb/hr pico, 43 psi (vacuum referenced)
Heads: Edelbrock #60579 – 215cc intake port volume
Cam: Edelbrock **#2157** - 204°@.050", 110° Lobe Sep.
Intake: Edelbrock Victor EFI **#50565**
Throttle Body: Edelbrock **#38783** – 1000 cfm
Fuel: 91 octane