

PRO-FLO[®] 4 ELECTRONIC FUEL INJECTION LS



Installation Instructions

Edelbrock[®]

TABLE OF CONTENTS

Introduction.....	1-2
Tools and System Requirements	2
Fuel System Requirements.....	3
Primary Kit Components (4150).....	4
Main Harness Layout	5
Wideband Oxygen Sensor Installation.....	6
Pro-Flo 4 Installation	6-7
Fan and Tach Installation	8
Fan, Fuel Pump, and Tach Diagram.....	9
Harness Schematics	10-17
Pro-Flo 4 EFI Setup Wizard Map Matrix	18-19
Warranty.....	20

LS HARNESS AND ECU INSTALLATION NOTES:

The Edelbrock LS Harness and ECU Kit is intended to be a plug and play application for most factory LS engine configurations while employing a factory intake system. It will also function with applications using other manufacturers intake manifolds. Do to the many design variances of the LS manifold family, some additional components may be necessary to complete assembly. Please see part list below for suggested components and sources.

NOTE for 35763 Kits Only:

A Coil Harness is required and sold separately from Pro-Flo 4 LS EFI kits. Gen III 24x LS part #35713 is for applications where the Crank Sensor is located at the rear of the block behind the starter, and the Camshaft sensor is located at the rear of the block on top. Gen IV 58x part #35714 is for applications where the Crank Sensor is located behind the starter, and the Camshaft Sensor is located in the front cover. These harnesses connect into the PF4 Main Harness Connector labeled Coils/IAC. The harness has connections for the Coil Pack Harnesses, Crank Sensor, Cam Sensor and Stepper IAC Motor.

RECOMMENDED COMPONENTS

Some of these items may need to be purchased to complete your installation. Read this entire manual before purchasing any items on this list. Question? Call the Tech Line at (800) 416-8628.

PART DESCRIPTION	PART#	VENDOR
<input type="checkbox"/> GM CS130D ALTERNATOR PIGTAIL	30705	Painless Perf. Products
<input type="checkbox"/> GM LS Coolant Temperature Sensor with Gasket Seal	12608814	AC Delco
<input type="checkbox"/> PF4 AIR TEMPERATURE SENSOR, PUSH IN GROMMET TYPE	3578	Edelbrock
<input type="checkbox"/> PF4 AIR TEMPERATURE SENSOR, 3/8" NPT THREAD	3588	Edelbrock
<input type="checkbox"/> PF4 COOLANT TEMPERATURE SENSOR, 3/8" NPT THREAD	3589	Edelbrock
<input type="checkbox"/> GM STEPPER IAC MOTOR	36015	Edelbrock
<input type="checkbox"/> MAP SENSOR 1 BAR	36019	Edelbrock
<input type="checkbox"/> INJECTORS Pico 29Lb/Hr	3583 (Single) / 3853 (Set of 8)	Edelbrock
<input type="checkbox"/> INJECTORS Pico 35Lb/Hr	3635 (Single) / 3636 (Set of 8)	Edelbrock
<input type="checkbox"/> INJECTORS Pico 42Lb/Hr	3685 (Single) / 3684 (Set of 8)	Edelbrock
<input type="checkbox"/> Harness Injector Adapter Multitec 2 to EV1	3533 (Set of 8)	Edelbrock
<input type="checkbox"/> Harness 24x Coil Harness	35713	Edelbrock
<input type="checkbox"/> Harness 58x Coil Harness	35714	Edelbrock

NOTE: Edelbrock Pico Injectors in factory LS Fuel Rail may require injector spacers.

INTRODUCTION

Thank you for selecting the Edelbrock *Pro-Flo 4* EFI system. The *Pro-Flo 4* EFI system can be paired via bluetooth connection with an exclusive tuning software, *E-Tuner 4*, which is available as a free app for most Android-based tablets and smartphones. The use of a laptop PC is not required for tuning. The *E-Tuner 4* Android app will enable real-time system performance monitoring and fine tuning adjustments. The *Pro-Flo 4* EFI system offers you the most bang for your buck, along with out-of-the-box performance from a name you can trust...Edelbrock!

If you have any questions, call our EFI Tech Support at: 800-416-8628, 7am-5pm PST, Monday through Friday.

FUEL PUMP SELECTION



The *Pro-Flo 4* ECU is configured to directly power a fuel pump. The ECU's pump circuitry is rated for 10 Amps. Before connecting the fuel pump lead in the wiring harness to any fuel pump, the fuel pump's current draw rating must be checked – see pump manufacturer's specs for this information.

A conventional Walbro 255 LPH type pump or equivalent is typically acceptable. Many larger, high output performance fuel pumps will draw more than 10 Amps requiring the use of a relay. Damage caused by improper fuel pump selection is NOT covered under warranty. See FUEL SYSTEM REQUIREMENTS section for more information.

E-TUNER 4 SOFTWARE UPDATES

Edelbrock may periodically releases improved versions of the *E-Tuner 4* app software. These updates can include improvements to pre-installed calibration maps, additional calibration maps and updates to the user interface to improve the overall functionality of the software. It is recommended to check the Google Play Store or the Edelbrock website to verify that you have the most recent version of the app.

IMPORTANT WARNINGS

Before beginning the installation, verify that all components are present in the box. Inspect each component for damage that may have occurred in transit. If any parts are missing or damaged, contact Edelbrock Technical Support at (800) 416-8628, not your parts distributor.

CAREFULLY STUDY AND UNDERSTAND ALL INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION.

NOTE: *The installation can be accomplished using common tools and procedures. However, it is highly recommended to have a solid understanding of automotive repairs and modifications, and be familiar with and comfortable working on your vehicle and your vehicle's fuel system. If you do not feel comfortable working on your vehicle, it is recommended to have the installation completed by a professional mechanic.*

PROPER INSTALLATION IS THE RESPONSIBILITY OF THE INSTALLER. IMPROPER INSTALLATION WILL VOID ALL MANUFACTURER'S STANDARD WARRANTIES AND MAY RESULT IN POOR PERFORMANCE AND/OR DAMAGE TO THE ENGINE AND/OR VEHICLE.

WARNING: *The Edelbrock E-Tuner Software is intended to be used as a hands-free tuning tool and gauge display. Any function that requires prolonged attention should only be performed after coming to a complete stop. Distracted driving is extremely dangerous and illegal in most states. If adjustments are to be made during driving, always stop the vehicle in a safe location before performing any adjustments, or have a passenger perform the necessary adjustments. Please check with your local laws for legal mounting locations in your vehicle.*

02 SENSOR INSTALLATION

It is suggested that the 02 sensor bung be installed by a professional muffler shop prior to the installation of the Edelbrock *Pro-Flo 4* EFI system. DO NOT drive the vehicle with the 02 sensor unplugged, sensor damage **will** occur. An 02 sensor bung plug is provided for your convenience. Refer to Page #11 for the 02 sensor installation procedure.

AUTOMATIC TRANSMISSION CHECK

For best performance, economy, and emissions, the transmission kick down and shift points must be checked before and after the **Pro-Flo 4** EFI installation.

SPARK PLUG WIRES

High EMI suppression spark plug wires are necessary, do not use solid core spark plug wires. Resistor type spark plugs are necessary. Spark Plug wire length is determined by ignition coil mounting locations.

IGNITION COIL

The **Pro-Flo 4** LS coil wiring harness mates with the 7 pin “coil rack” connector that’s on each bank of the engine. OEM coil harness (not included) must be used to connect the four individual coils per bank to the one 7 pin “coil rack” connector on each bank. Stock/OEM coils or equivalent replacements are acceptable to use. LS coils are not compatible with CDI ignition amplifiers.

EXHAUSTS SYSTEM

For best results, headers are recommended. For the Self Tuning function to properly operate, **the exhaust system must be completely sealed from header flange surface at cylinder heads to tailpipe**. The exhaust system should be completely inspected prior to installing the **Pro-Flo 4** EFI system. All gaskets and hardware should be replaced. All hardware torques should be checked on regular bases.

CHARGING SYSTEM

The **Pro-Flo 4** EFI System requires a constant battery voltage of 12.0 volts or greater to operate properly. Recommended battery capabilities are: 1000CA @32°F / 800CA @0°F. The vehicle’s battery must be in good operating condition capable of maintaining a proper charge at all times. Verify the vehicle’s charging system is operating properly and that the system voltage maintains 12.0 volts, or greater, at all times. All chassis grounds must be tight and clean. A ground cable from the engine block to chassis should be employed. All battery cables must be in good condition providing a clean tight connection to the battery.

BATTERY CHARGER PRECAUTIONS - PLEASE ADHERE TO THE FOLLOWING GUIDELINES OR DAMAGE TO ECU MAY OCCUR.

- Be sure the battery has a full charge prior to attempting to start the vehicle.
- Never use the “engine start or jump start” setting on a charger to start the engine.
- Do not set the battery charger above 10 amps when charging.
- Never turn on the ECU or attempt to start the engine with the battery charger connected
- Make sure the charger is not charging over 18.0 volts.
- If the battery is completely discharged, it is best to disconnect the negative terminal on the battery when charging.

COOLING SYSTEM

The minimum temperature requirement for the thermostat is 180°F.

TOOLS AND SYSTEM REQUIREMENTS

Use the following checklist for items needed.

- | | |
|--|--|
| <input type="checkbox"/> Wrench / Socket Set | <input type="checkbox"/> 180°F Thermostat |
| <input type="checkbox"/> 7/8” Oxygen Sensor Socket or Equivalent | <input type="checkbox"/> Resistor Type Spark Plugs (<i>Use correct heat range for your particular application</i>) |
| <input type="checkbox"/> Pliers (channel locks and hose clamp) | <input type="checkbox"/> High EMI Suppression Spark Plug Wires (<i>DO NOT use solid core spark plug wires</i>) |
| <input type="checkbox"/> Screwdrivers (Phillips and Flathead) | <input type="checkbox"/> EFI Fuel System (<i>See fuel system recommendation</i>) |
| <input type="checkbox"/> Shop Rags | <input type="checkbox"/> Fuel fittings (<i>Additional fittings may be required depending on routing preferences. Visit www.russell.com</i>) |
| <input type="checkbox"/> Loctite 598 OEM High Temperature Silicone Gasket (O2 Sensor Compatible) | <input type="checkbox"/> 30 AMP Automotive Relay (<i>If using electric fans - One relay required for each accessory</i>) |
| <input type="checkbox"/> Vehicle Wiring Diagram (if available) | |
| <input type="checkbox"/> Thread Sealer | |
| <input type="checkbox"/> High-Heat Anti-Seize Compound | |

EMISSION CONTROLS

The Edelbrock **Pro-Flo 4** EFI system will not accept stock emissions control systems. Check your local emissions laws for requirements before installing the **Pro-Flo 4** EFI system. **This system is not legal for use on pollution-controlled motor vehicles.**

FUEL REQUIREMENTS

Because the **Pro-Flo 4** EFI system uses a wideband oxygen (O₂) sensor, unleaded fuel must be used at all times. **Using leaded fuels will damage the O₂ sensor and void your warranty.** If leaded fuel is present in your fuel tank, the tank must be drained and filled with unleaded fuel. It is also recommended to have a full fuel tank before operating the vehicle (*after the installation*).

NOTE: E85 fuels are not compatible with any **Pro-Flo 4** EFI systems.

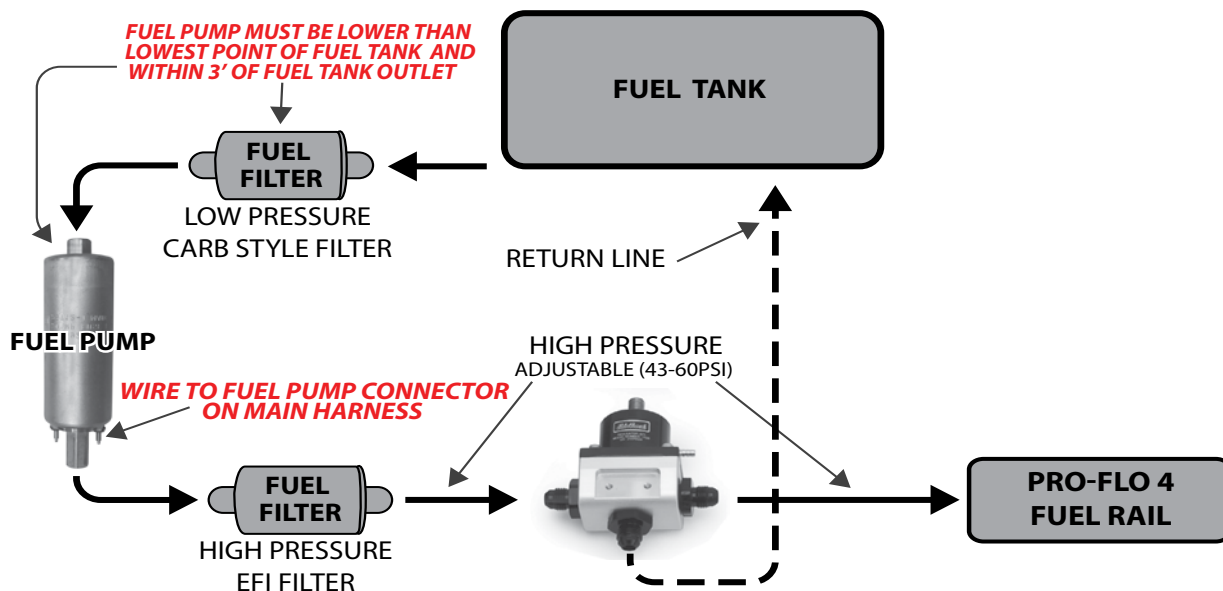
FUEL SYSTEM REQUIREMENTS

The **Pro-Flo 4** EFI system requires a high pressure fuel system providing 43-45 or 58-60 psi of fuel pressure with a flow rating of 57 GPH (215 liter/hr). These fuel system requirements can support up to 600 HP. The following recommended options are available separately.

NOTE: Fuel pressure has a direct role in how much fuel is delivered to the engine when the injectors are opened. The higher the fuel pressure, the more fuel that is delivered during an injector opening event. It is critical for the proper operation of your fuel injection system that the fuel pressure matches the injector pulse widths demanded by the calibration for your specific application. For the recommended fuel pressure setting for your engine application, please refer to the **Pro-Flo 4** EFI setup Wizard Map Matrix on pages 25-26.

Fuel Pressure Regulator Vacuum Reference: The Fuel Pressure Regulator **MUST** reference manifold pressure to ensure a proper fuel pressure differential during an injector opening event under high vacuum conditions. The vacuum reference will lower fuel pressure slightly under idle and cruise conditions. The amount of pressure reduction will vary from engine to engine. During wide open throttle conditions, the fuel pressure should read the set point value of 43psi or 58psi depending on your application. The fuel pressure regulator should always be set to the target pressure with the vacuum reference hose disconnected from the Fuel Pressure Regulator. The hose from the manifold **MUST** be plugged to prevent a vacuum leak when setting the pressure. Remove the plug and reconnect the vacuum line to the fuel pressure regulator after target pressure is achieved.

Part Number 3604 Adjustable Return-Style EFI Fuel Kit: Includes an inline 67 GPH (255 LPH) fuel pump, adjustable EFI fuel pressure regulator, pre-pump and post-pump fuel filters, twenty feet of 3/8" fuel injection fuel hose and all necessary fittings, mounts and clamps. Capable of supporting 600 HP.



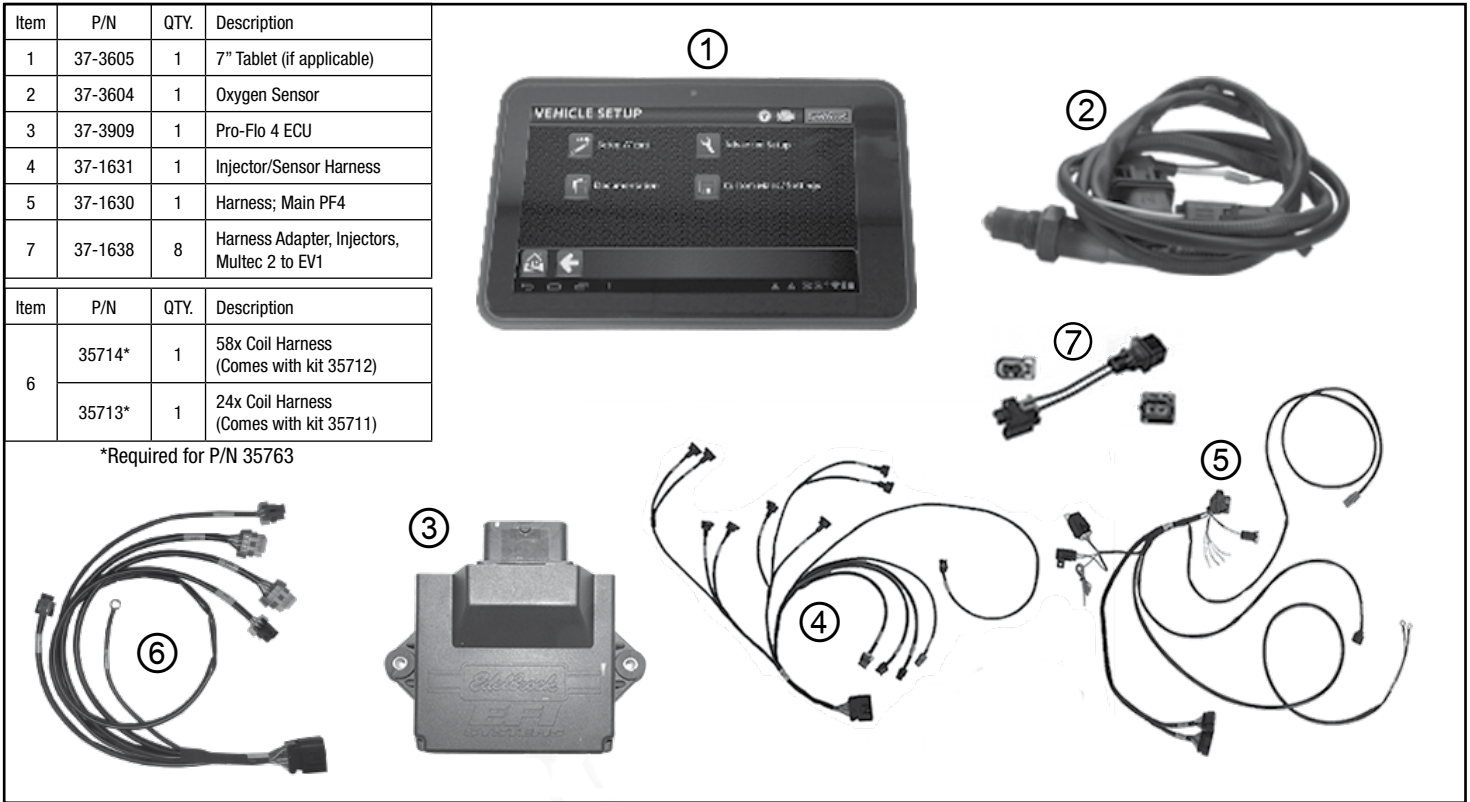
PRIMARY KIT COMPONENTS

(Images are for reference only and may not represent actual components.)

Item	P/N	QTY.	Description
1	37-3605	1	7" Tablet (if applicable)
2	37-3604	1	Oxygen Sensor
3	37-3909	1	Pro-Flo 4 ECU
4	37-1631	1	Injector/Sensor Harness
5	37-1630	1	Harness; Main PF4
7	37-1638	8	Harness Adapter, Injectors, Multec 2 to EV1

Item	P/N	QTY.	Description
6	35714*	1	58x Coil Harness (Comes with kit 35712)
	35713*	1	24x Coil Harness (Comes with kit 35711)

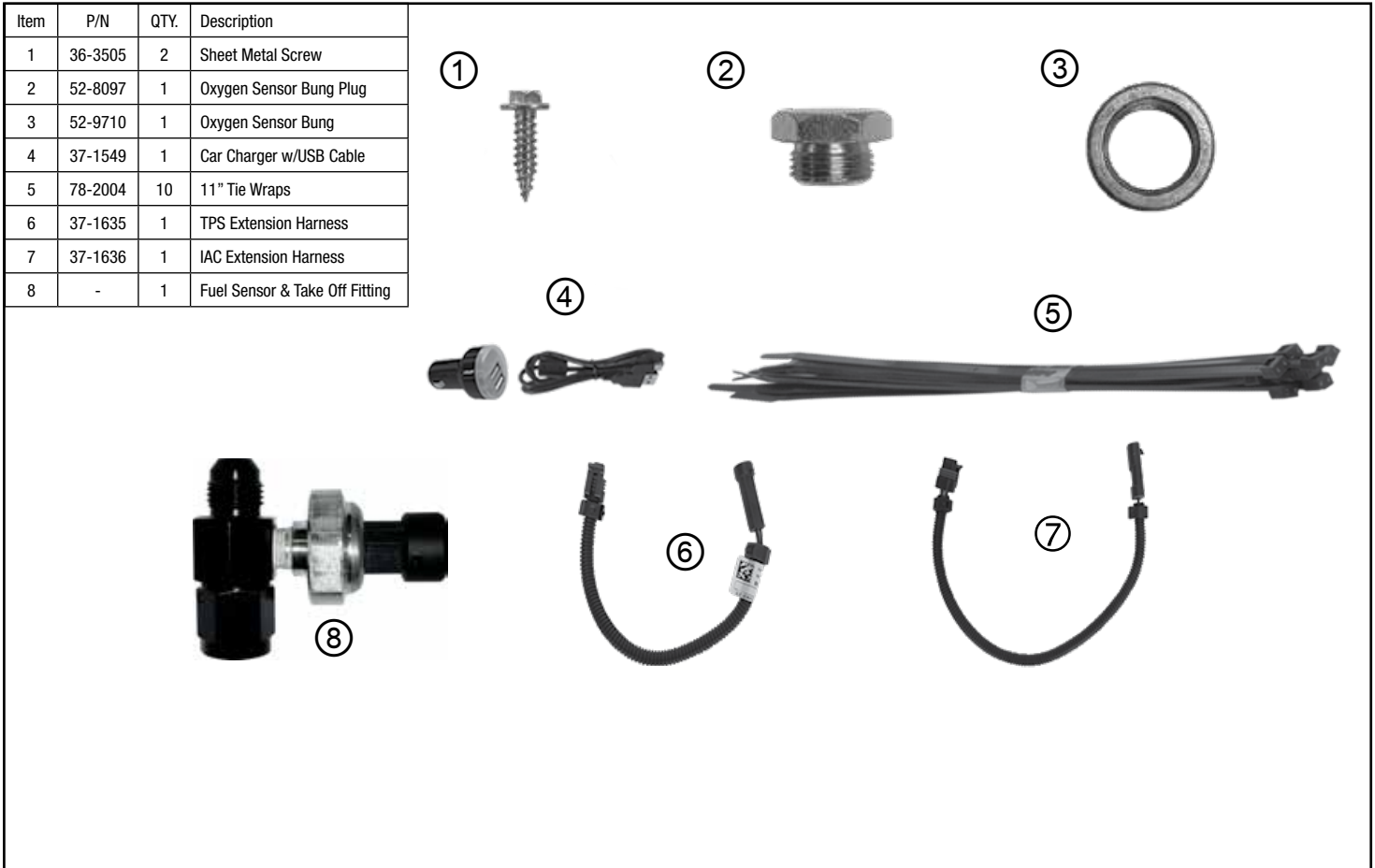
*Required for P/N 35763



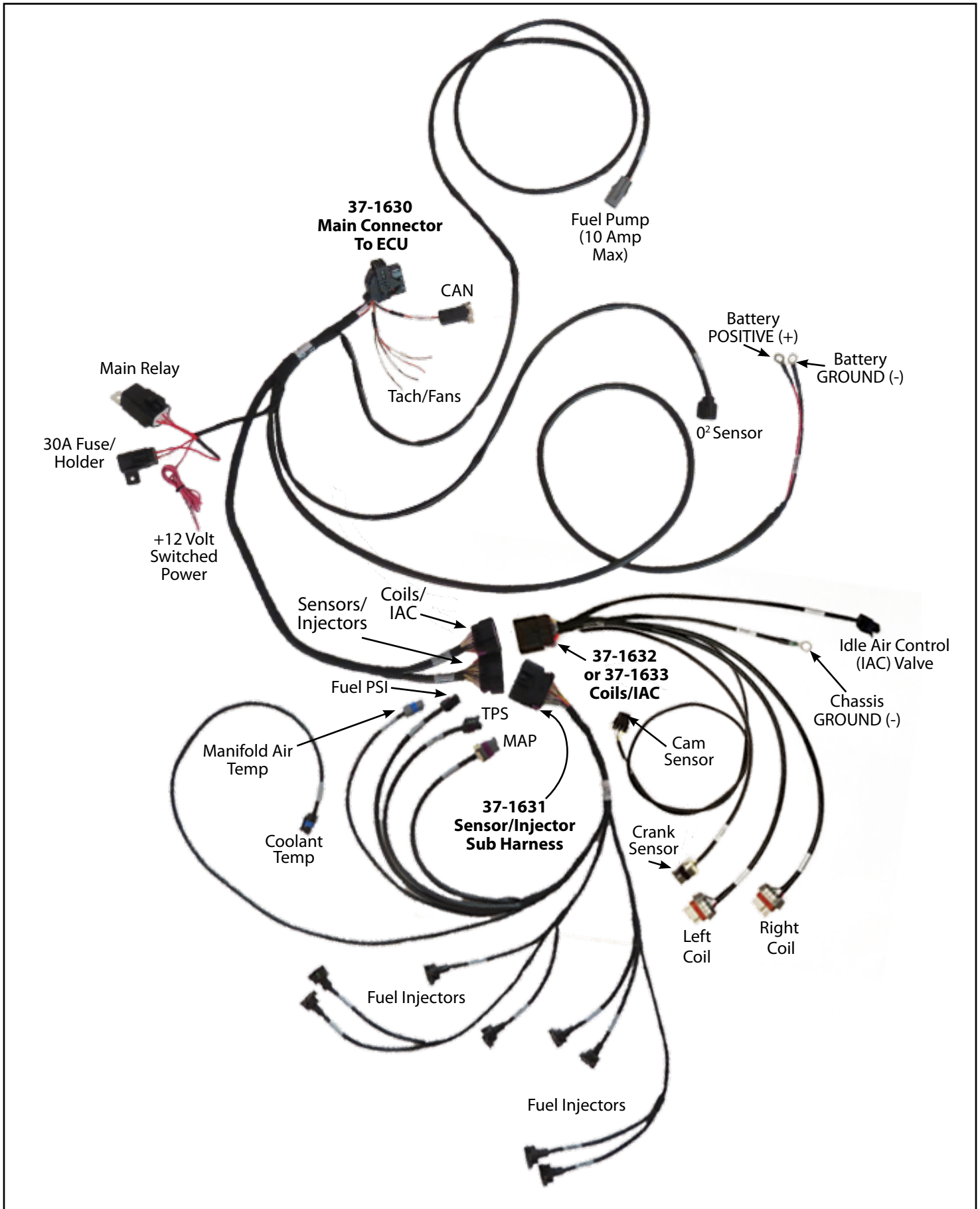
MAIN HARDWARE

(Images are for reference only and may not represent actual components.)

Item	P/N	QTY.	Description
1	36-3505	2	Sheet Metal Screw
2	52-8097	1	Oxygen Sensor Bung Plug
3	52-9710	1	Oxygen Sensor Bung
4	37-1549	1	Car Charger w/USB Cable
5	78-2004	10	11" Tie Wraps
6	37-1635	1	TPS Extension Harness
7	37-1636	1	IAC Extension Harness
8	-	1	Fuel Sensor & Take Off Fitting



HARNESS LAYOUT



WIDEBAND OXYGEN (O2) SENSOR INSTALLATION PROCEDURE

The O2 sensor must be installed in the exhaust system using the supplied O2 sensor bung from the hardware bag. The O2 sensor is required as it measures the oxygen content of the exhaust gas, which is used by the ECU to manage fuel delivery under closed loop control.

NOTE: It is suggested that the O2 sensor bung be installed by a professional muffler shop prior to the installation of the Edelbrock Pro-Flo 4 EFI system. DO NOT drive the vehicle with the O2 sensor unplugged as this will damage the O2 sensor. An O2 sensor bung plug is provided for your convenience.

Because of harness length constraints, it is highly recommended to install the O2 sensor and the Pro-Flo 4 ECU on the same side of the vehicle.

WARNING: A properly sealed exhaust system is critical for the Pro-Flo 4 EFI to function properly. Any air leaks in the exhaust system, upstream of the O2 sensor, will skew the O2 sensor's output resulting in improper calibration which can lead to engine damage. Improper installation of the O2 sensor and any damage that may result is not covered by any Edelbrock Warranty.

1. Verify that the header and tailpipe gaskets and flanges are in good condition. It is recommended to replace any damaged gaskets and flanges as they may cause exhaust leaks, which can lead to inaccurate Air Fuel Ratio (AFR) readings. Torque all fasteners to manufacturer's specifications to avoid any possible exhaust leaks.

WARNING: Be sure any RTV Silicone used to seal the exhaust system is compatible with Oxygen Sensors. This information will be found on the silicone tube packaging.

WARNING: The Exhaust system must be completely sealed from cylinder head to tailpipe. This is the number one cause of poor performance as exhaust leaks affect the air/fuel mixture seen by the ECU. Use locking type hardware to secure exhaust headers to cylinder heads and exhaust collector to mid-pipe. DO NOT USE NYLOC NUTS. Retorque exhaust hardware on a regular basis to ensure exhaust leaks do not occur.

2. The O2 sensor bung must be installed in the exhaust system as close to the engine as possible, after the header collector and before the catalytic converter (if equipped). This location must be approximately 10° above horizontal and within reach of the O2 sensor harness connector on the Pro-Flo 4 main harness. **NOTE: There must be at least 24" of exhaust pipe after the O2 sensor. Open headers or "zoomies" will cause the sensor to read incorrectly.**

3. Mark the drilling location on the exhaust system pipe with a permanent or paint marker. Check the proposed mounting location to ensure the clearance for the O2 sensor is adequate and that the O2 sensor connector on the main harness will reach the O2 sensor location. Make sure to take engine movement into consideration when checking for clearance.

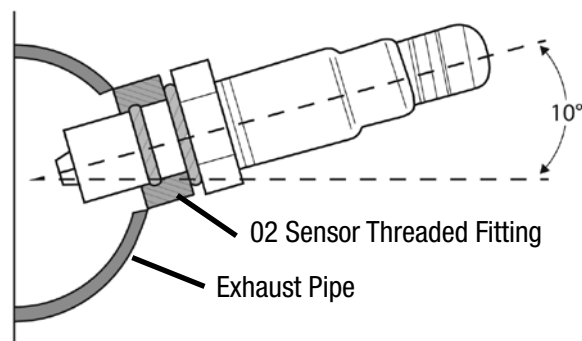
4. Drill a 5/8" hole at your mounting location. Deburr and clean the hole as needed.

5. Fit the provided bung onto the hole opening. Secure the bung with a clamp and weld the bung into place.

6. Once the installation of the bung is complete, make sure to clean the threads of the fitting to ensure it's free of debris. **NOTE: The O2 sensor bung uses an M18 x 1.5 thread pitch.**

7. If you are ready to install the Pro-Flo 4 EFI system, proceed to Step #9 to install your O2 sensor. Otherwise, if your Pro-Flo 4 EFI System will be installed at a later time, temporarily install the O2 sensor bung plug supplied in the hardware bag with a 7/8" wrench. This will allow you to drive the vehicle until the O2 sensor is installed.

8. When you are ready to begin installation of the Pro-Flo 4 EFI system, remove the O2 sensor bung plug.



PRO-FLO 4 INSTALLATION PROCEDURE

1. Find a suitable harness route in the engine compartment which leads to the ECU location. Connect the Pro-Flo 4 main harness to the ECU. TIP: For most installations, the harness fits best if routed from the rear of the engine back towards the firewall, across the firewall, then forward towards the ECU location.

NOTE: Avoid routing the harness near any ignition related components (ignition coil and spark plug wires). Also avoid routing near the headers, sharp edges, or any tight radius corners that may damage the harness.

2. Route the power and ground leads on the main harness towards the battery. Connect the RED POWER lead (+12 Volt) and the BLACK GROUND (-) lead to the appropriate battery terminals. If necessary, the power and ground leads may be extended to reach the battery. However, the use of 12 gauge wire or larger is required.

WARNING: All power and ground leads must connect directly to the battery. DO NOT RUN POWER TO THE STARTER OR GROUND TO ENGINE BLOCK OR CHASSIS!

3. Securely mount the Fuse Holders and the Main Relay in an accessible location.

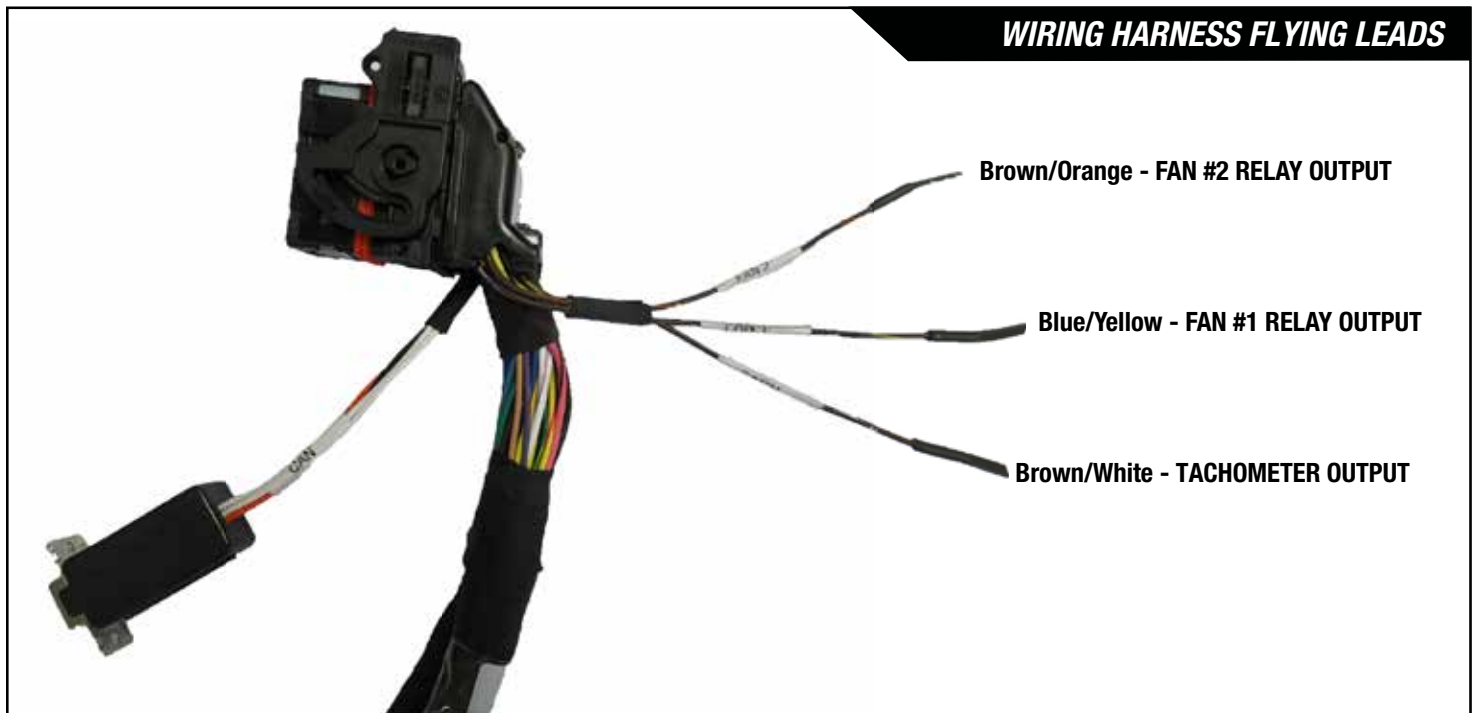
4. Connect the Pink/Black IGN switched wire on the main harness to a +12 Volt switched power source that provides +12 Volts when the key is both "ON" and "CRANKING".
NOTE: It is critical that the switched +12 Volts to the IGN switch wire is constant during cranking. This is a common issue on vehicles with no start or hard to start issues. Do not connect this to the positive terminal on the coil.
5. If not already completed, remove the previously installed O2 sensor bung plug from the bung in the exhaust system, and install the O2 sensor.
NOTE: Make sure to apply a high heat anti-seize compound to the threads of the O2 sensor as recommended in the O2 Sensor installation section. Avoid contacting tip of O2 Sensor with any anti seize compound, damage may occur.
6. Connect the main harness lead labeled "O2 Sensor" to the O2 sensor connector. Secure the O2 sensor lead as to avoiding contact with the exhaust pipes. Make sure to leave plenty of air space between the harness and the exhaust manifolds/headers. A 12" extension is available from www.bmotorsports.com #CONN-85773
7. Connect the 37-1631 Sensors and Injector Harness into the main harness connector labeled SENSOR/INJECTORS. Route the harness around the intake manifold and verify the following connections: MAP, TPS, FUEL PSI, AIR T, COOLANT T, and INJECTORS (X8). IAC and TPS harness extensions are included in kit. **NOTE:** Some conversions may require injector connector adapters to adapt to the Bosch EV1 style connectors on Edelbrock Pro Flo 4 injector harness. Injector connectors are labeled right and left. Right is passenger side, Left is driver side. The fuel pressure sensor fitting should be assembled to the fuel inlet hose on the fuel rail. **NOTE:** Some adapter fittings may be required. Connect the main harness air temperature connector to sensor.
8. Depending on the application, connect the 37-1632 or 36-1633 Coil Harness (sold separately) into the main harness connector labeled COILS/IAC. Connect the IAC connector to the IAC motor located on the throttle body. Connect the crank sensor connector into the Crank Sensor. This will be located in between the block and the starter. Connect the Cam Sensor connector to the Cam Sensor located at the back of the engine on the top (LS1) or in the front timing cover (LS2/LS3). Connect the Right and Left coil connectors into the appropriate coil packs. Right coil pack is on the passenger side of the vehicle. Left coil pack is located on the driver side of the vehicle. Fasten the 3/8" eye connector labeled Block Ground to a clean surface on the block or cylinder head.
9. Secure the harness and leads with tie wraps from the hardware bag. Avoid over tensioning wire ties as this may damage the harness.
10. **INSTALL THE FUEL DELIVERY SYSTEM.** Connect your EFI fuel pump power harness to the main harness connector labeled "Fuel Pump" for pump power. A grey 2 pin weather pack connector, terminals and seals are provided in your kit for connection. **THE MAXIMUM CURRENT FOR THE FUEL PUMP IS 10 AMPS. DAMAGE TO THE ECU WILL OCCUR IF CURRENT IS EXCEEDED. IF THE FUEL PUMP CURRENT WILL EXCEED 10 AMPS, A FUEL PUMP RELAY IS NECESSARY.** If unsure of your fuel pump current please consult the fuel pump manufacturer. Most Fuel Pumps supporting over 600 HP will draw current in excess of 10 AMPS. During a key ON event power and ground is provided to the fuel pump for 8 seconds then will shut OFF. This allows the Fuel Pump to pressurize the system. When the vehicle is starting and runs, the pump will turn back ON. Please refer to your fuel systems installation instructions then return to this manual and continue to step #11.
11. Once the Pro-Flo 4 EFI System and the fuel delivery system have been installed, continue to the Quick Reference Guide to setup the Edelbrock E-Tuner Setup Wizard to complete your installation. The E Tuner 4 EFI App Setup Wizard for Pro Flo 4 EFI Systems includes Calibration for most popular engine configurations and power levels. It is important that you choose the proper calibration that is closest to your Engine/EFI System configuration. The most important details include engine displacement, firing order, maximum HP, injector size, fuel pressure (43 or 58 psi) camshaft specification, expected engine vacuum at idle. For further information regarding these details and suggested Fuel Pressure for your application please refer to the Pro Flo 4 EFI Setup Wizard Matrix at the back of these instructions.
12. If you are supplying your own tablet or smartphone, you can download the Edelbrock E-Tuner 4 app on the Google Play Store. Just search for Edelbrock E-Tuner and download the app like any other Android app. Refer to page #1 of the E-Tuner user manual for further information.

WARNING: DO NOT START OR DRIVE THE VEHICLE UNTIL PROMPTED TO DO SO BY THE E-TUNER SETUP WIZARD. A PROPER BASE MAP CALIBRATION MUST BE LOADED TO THE Pro-Flo 4 ECU BEFORE STARTING THE VEHICLE. REFER TO THE QUICK START GUIDE TO PROPERLY LOAD A BASE MAP INTO YOUR Pro-Flo 4 ECU.

FAN & TACHOMETER OUTPUTS

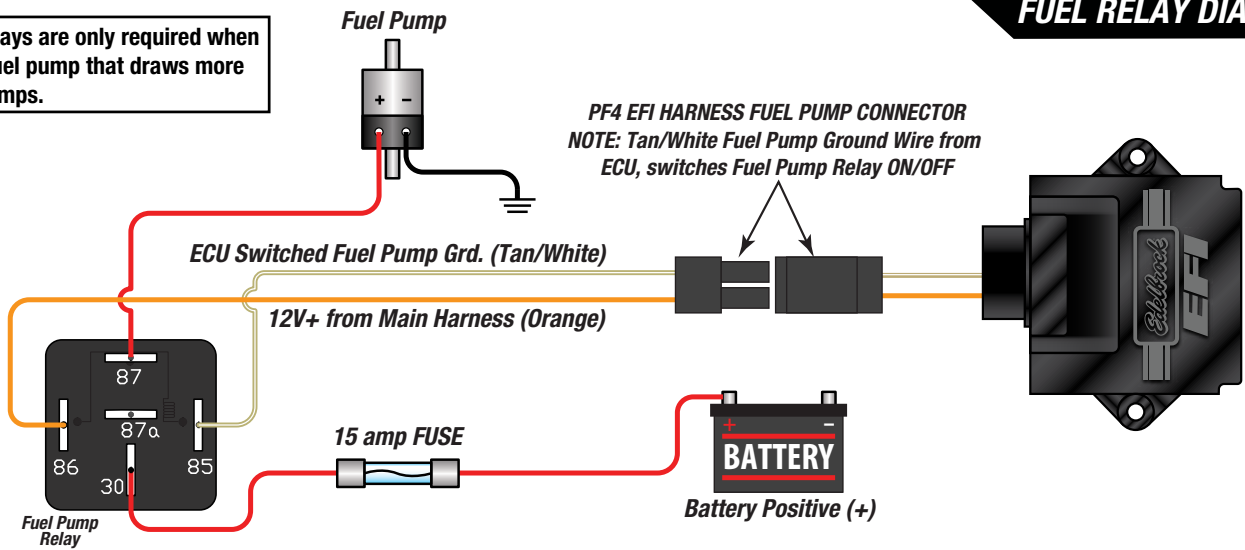
The main harness has three flying leads near the ECU connector: two outputs for triggering electric fan relays and one output for tachometer signal. All three outputs are GROUND outputs that are rated to 1.5 Amps. Do NOT connect ECU fan outputs directly to electric fans. Fan outputs can only be used to trigger relays – see fan diagrams on the next page.

Tach signal output is 12v square wave. Many old style tachometers require a coil primary signal and may not work with a square wave signal. If tach does not work, try moving tach signal to coil negative post.

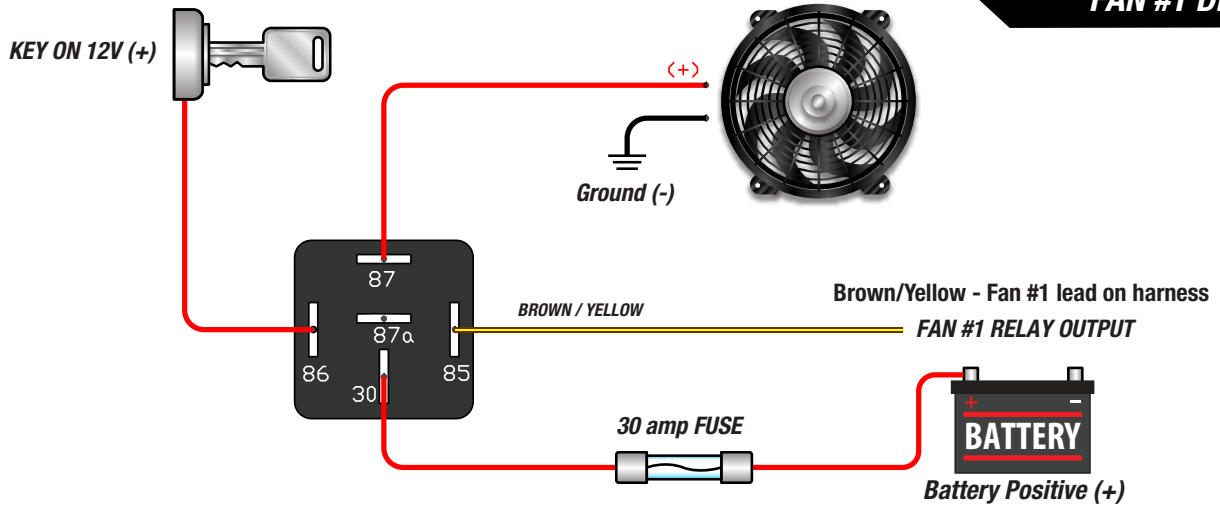


FUEL RELAY DIAGRAM

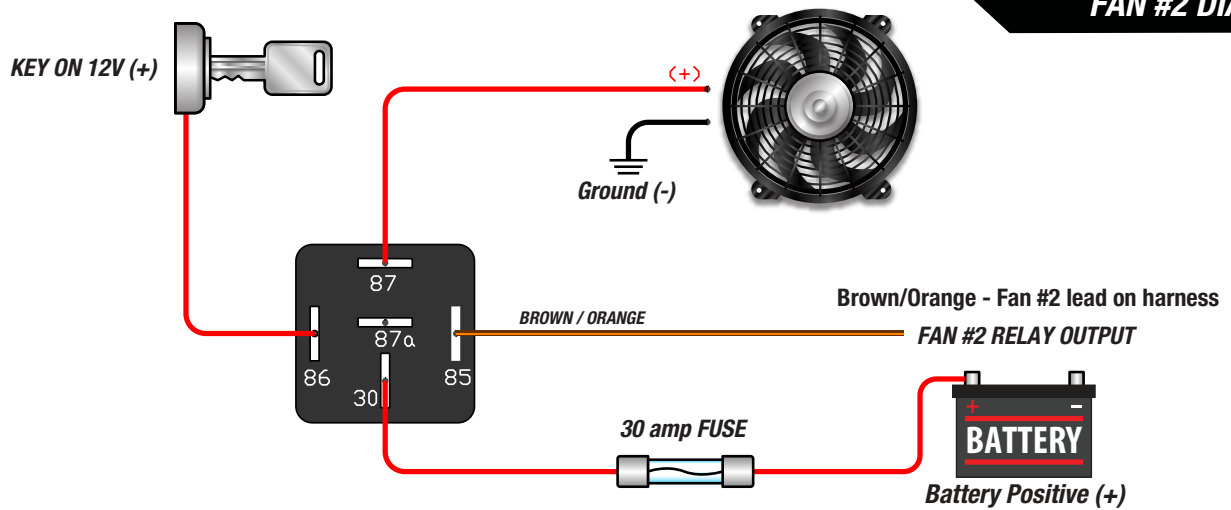
NOTE: Relays are only required when using a fuel pump that draws more than 10 amps.



FAN #1 DIAGRAM



FAN #2 DIAGRAM



TACHOMETER

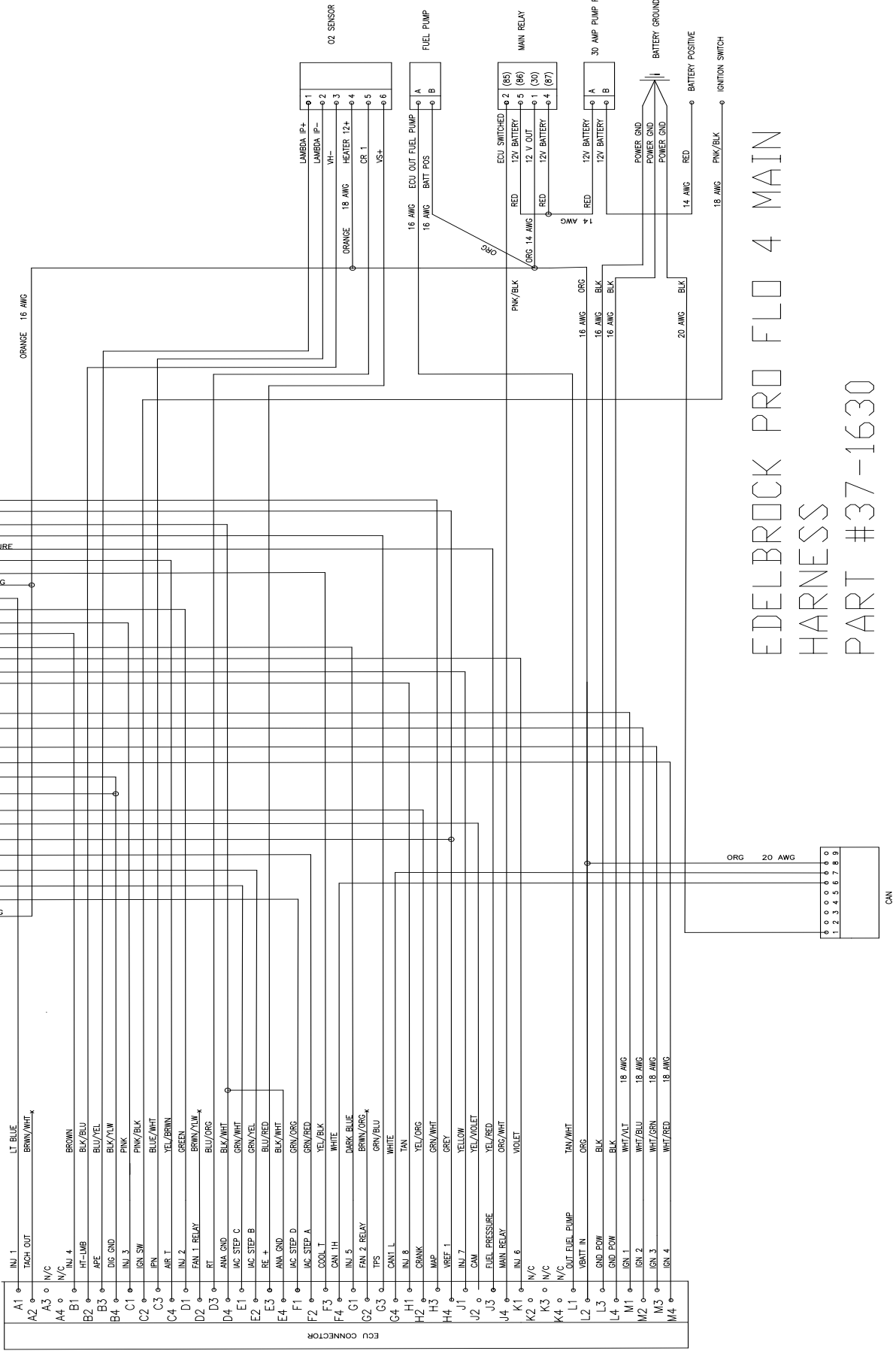
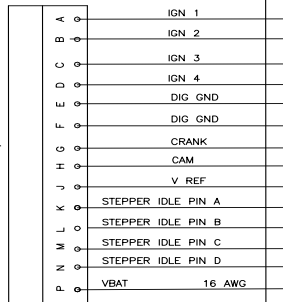
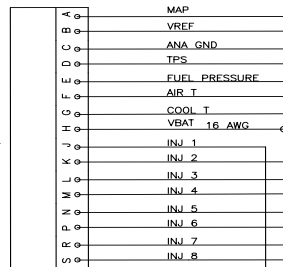


Brown/White - Tachometer output lead on harness

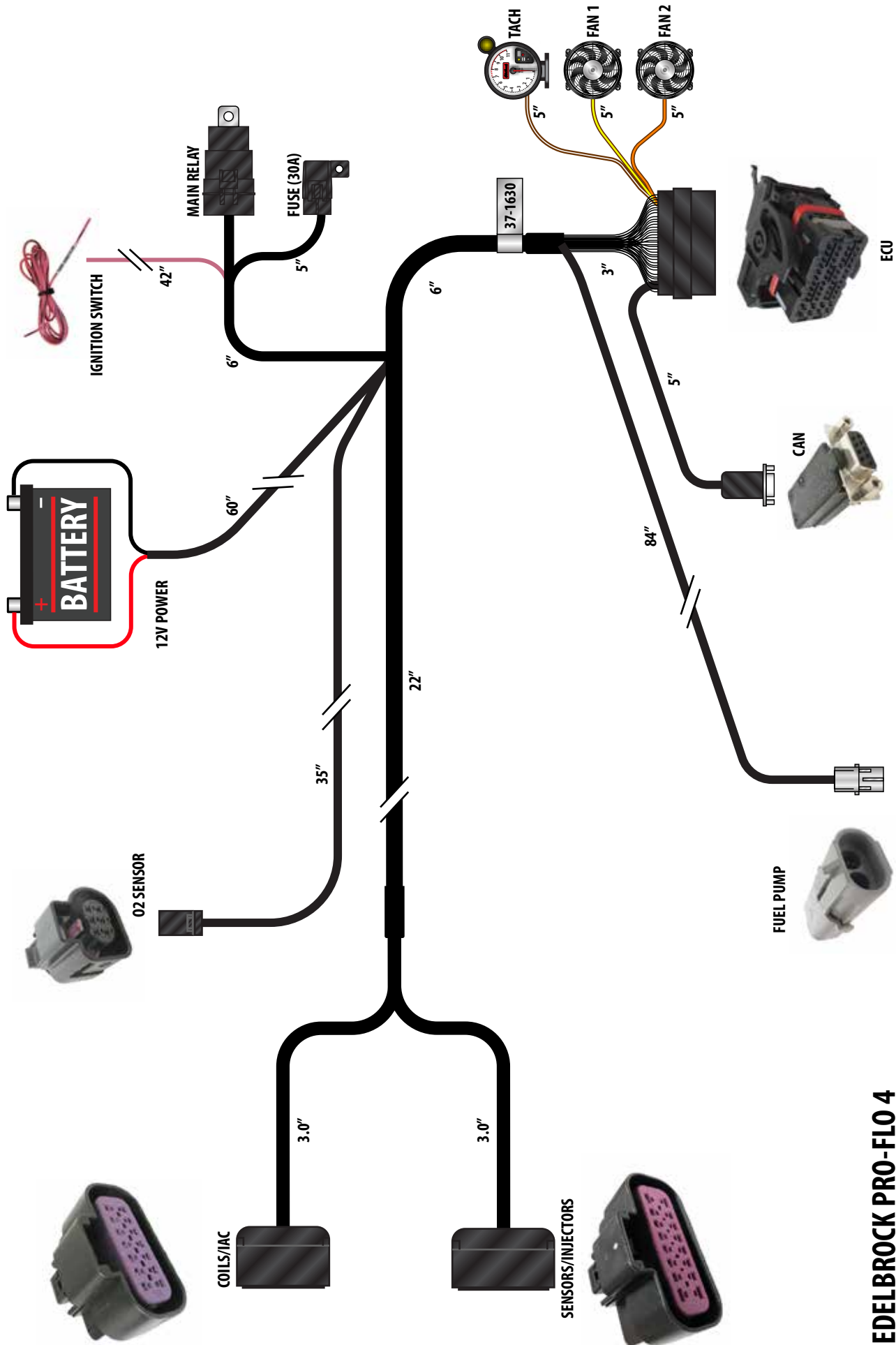
TACHOMETER

SENSORS/INJECTORS

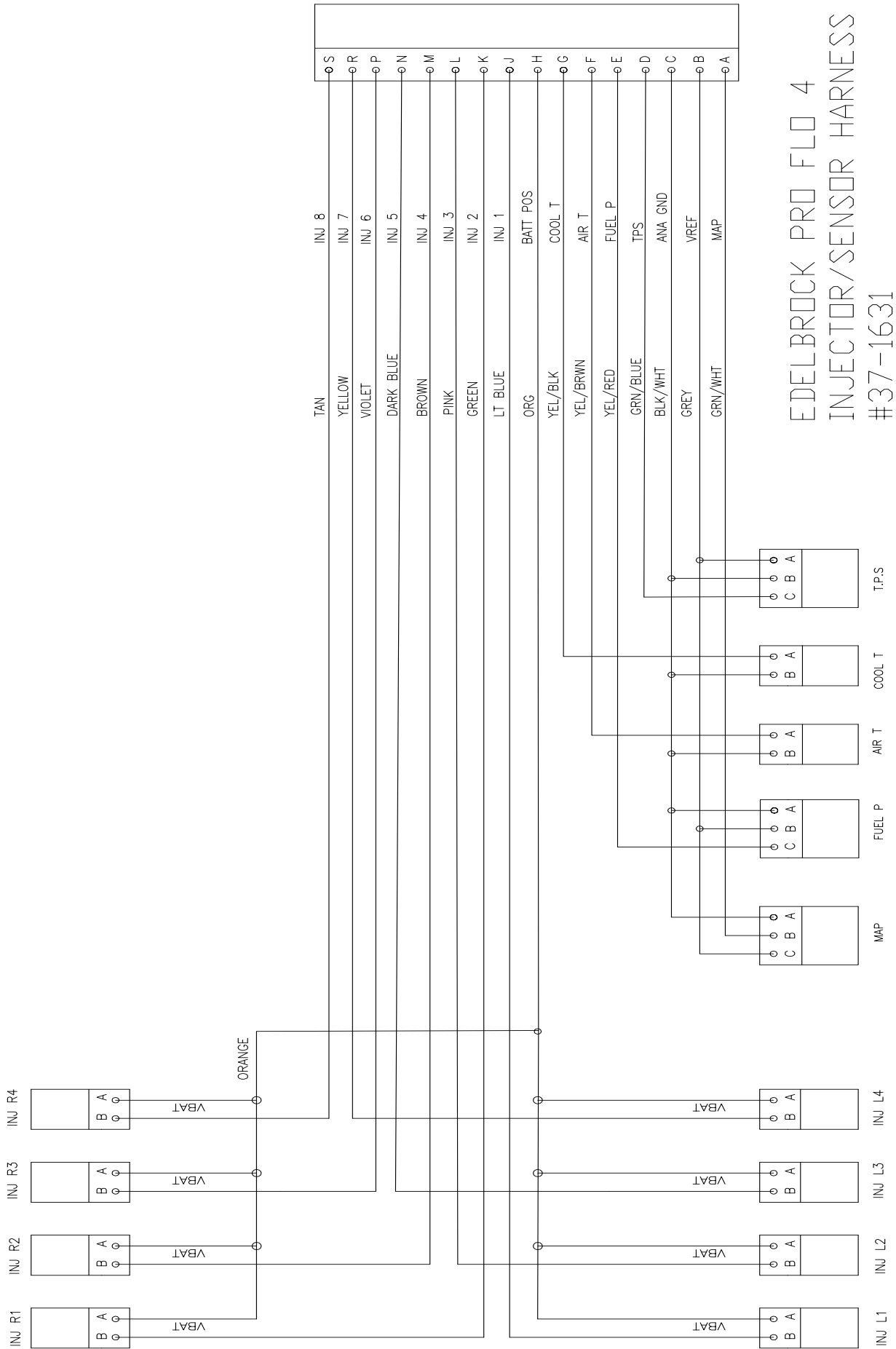
COILS/AC



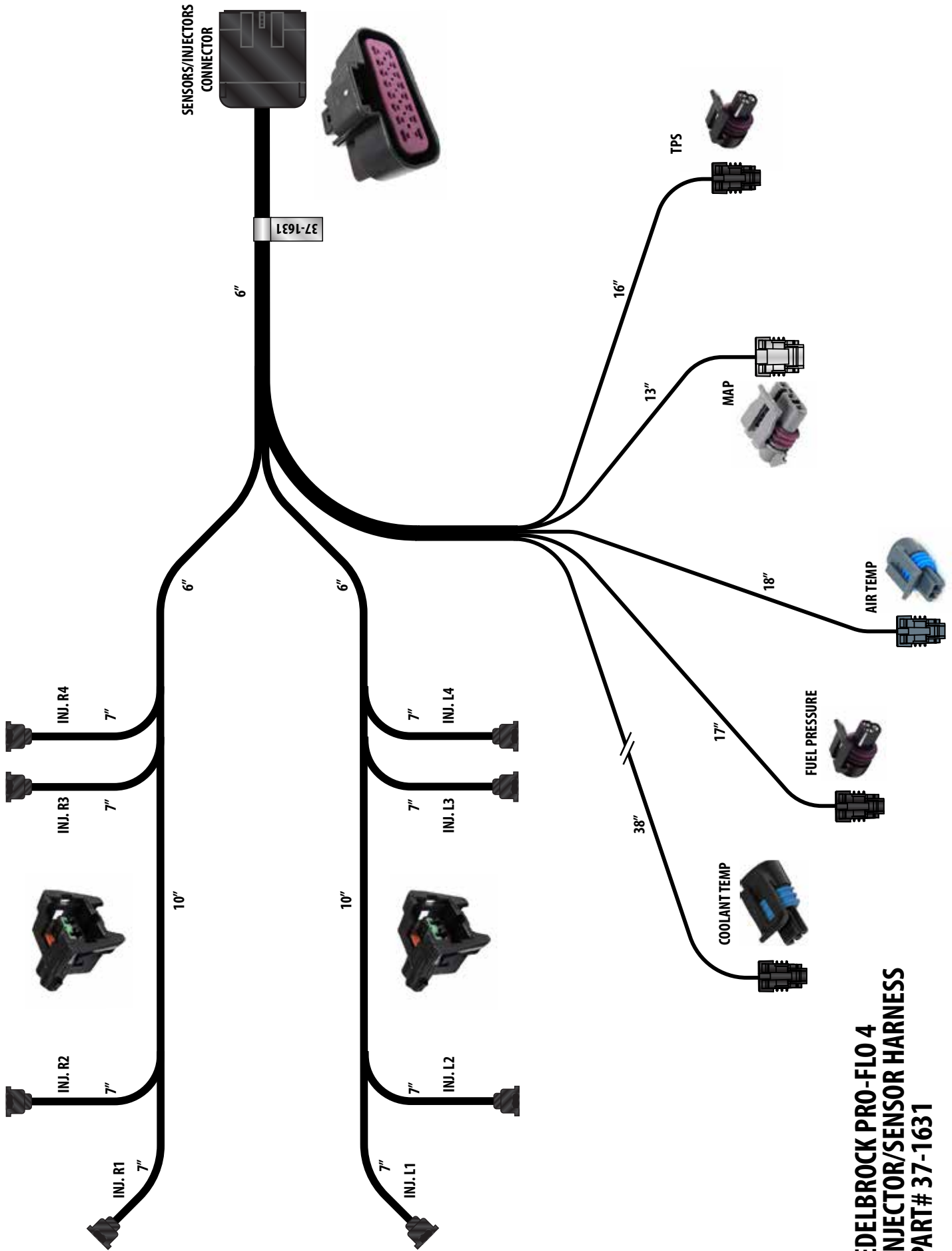
EDELBROCK PRO FLO 4 MAIN
HARNES
PART #37-1630



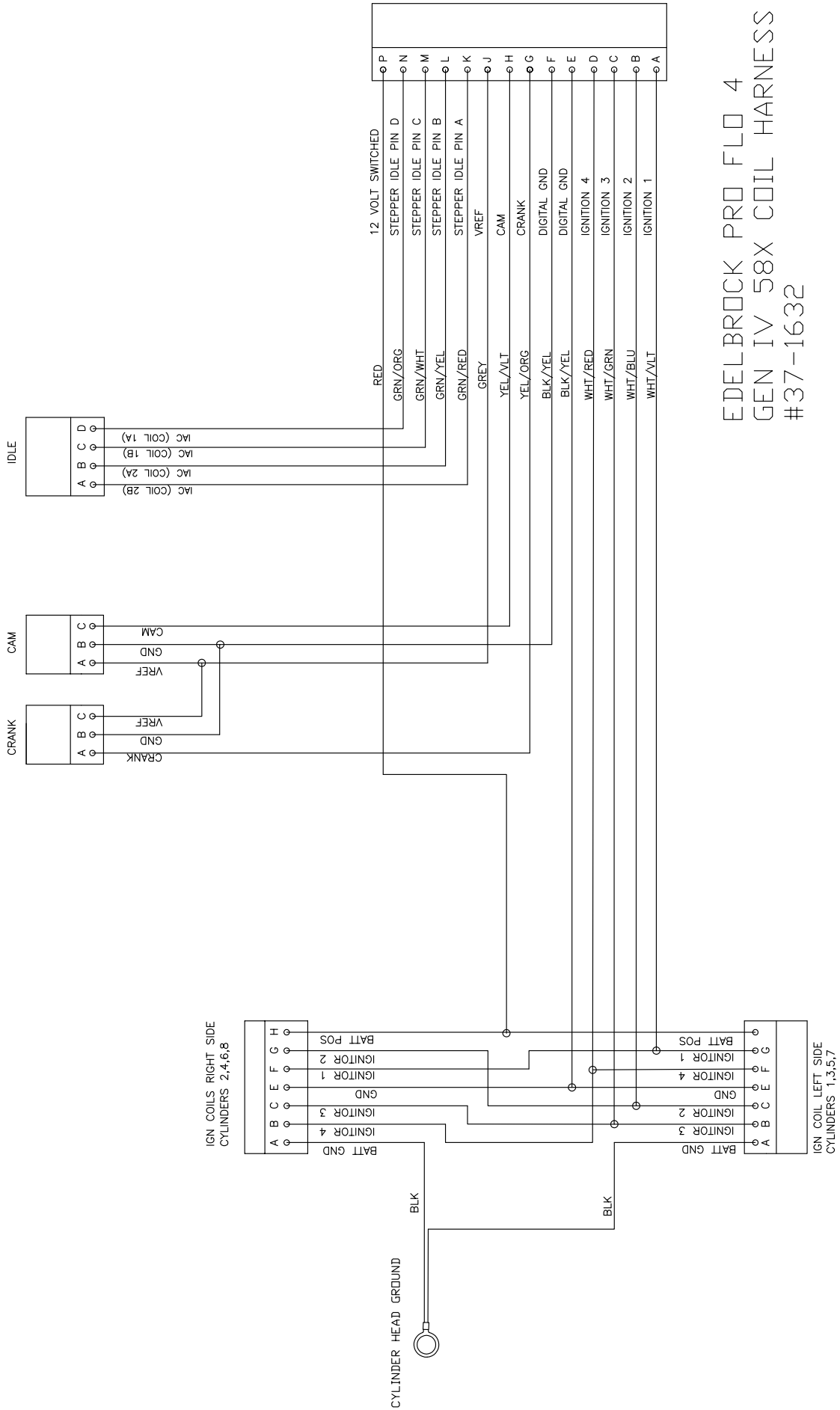
**EDELBROCK PRO-FLO 4
MAIN HARNESS
PART# 37-1630**



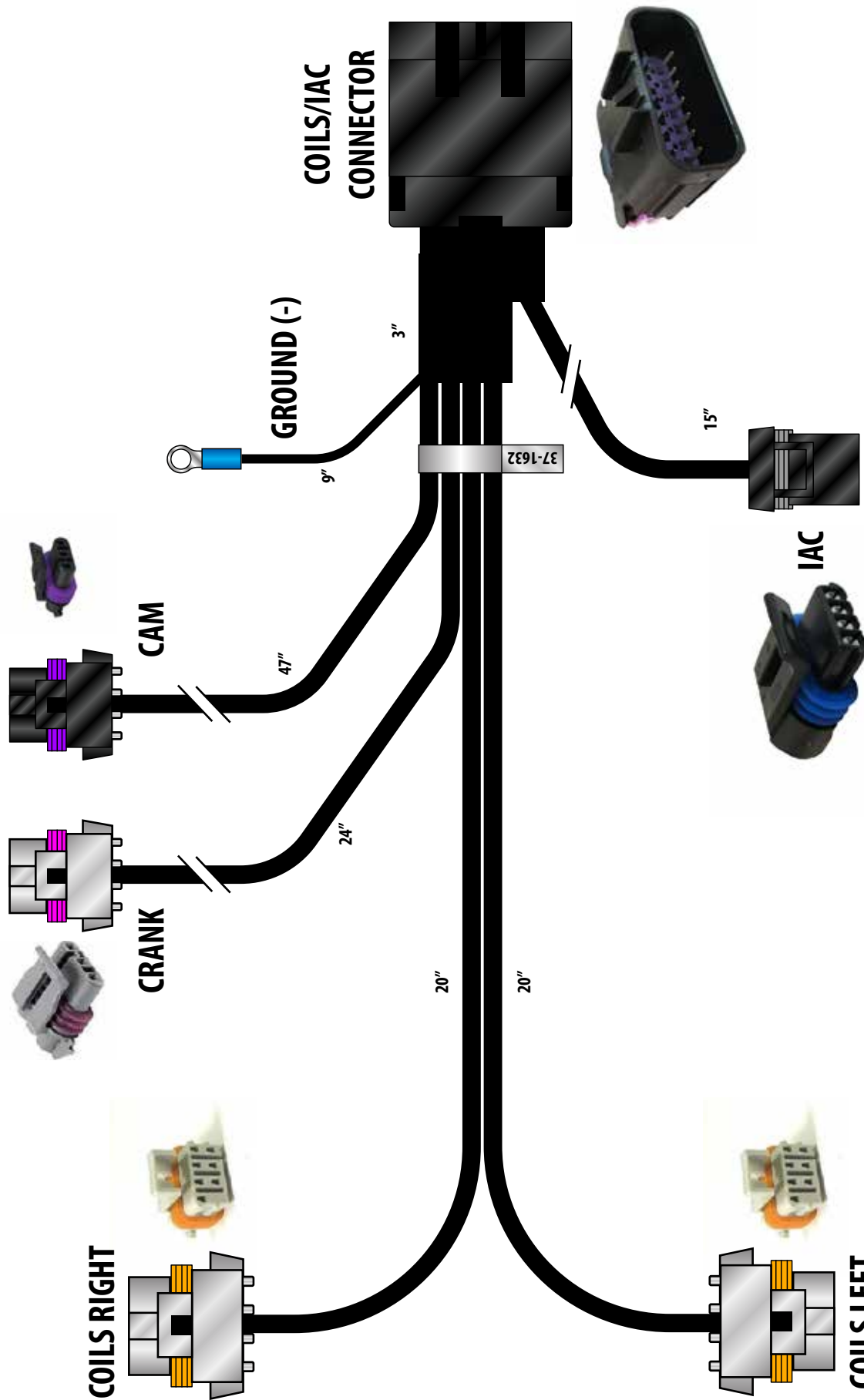
EDELBROCK PRO FLO 4
 INJECTOR/SENSOR HARNESS
 #37-1631



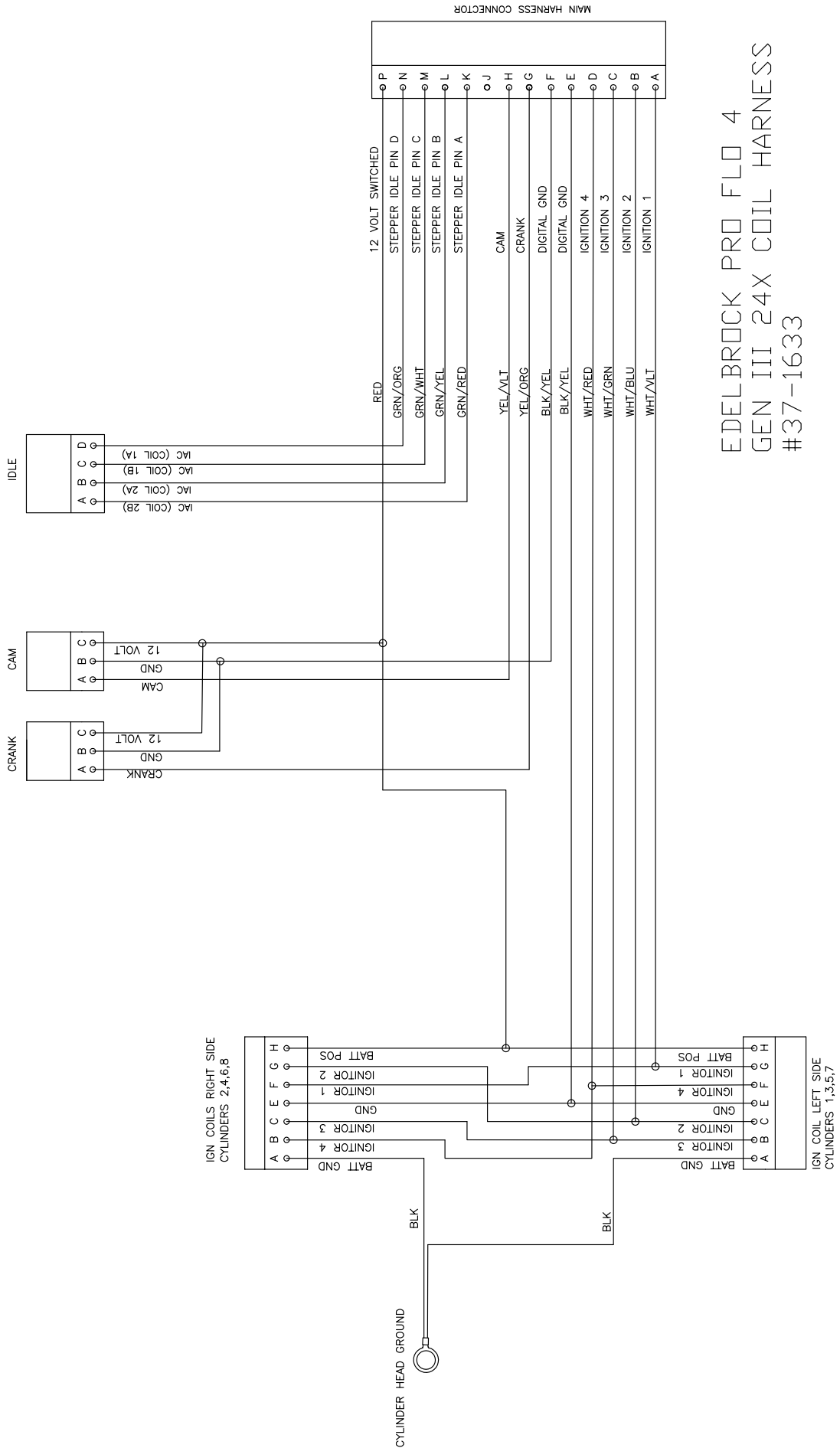
**EDELBRICK PRO-FLO 4
INJECTOR/SENSOR HARNESS
PART # 37-1631**



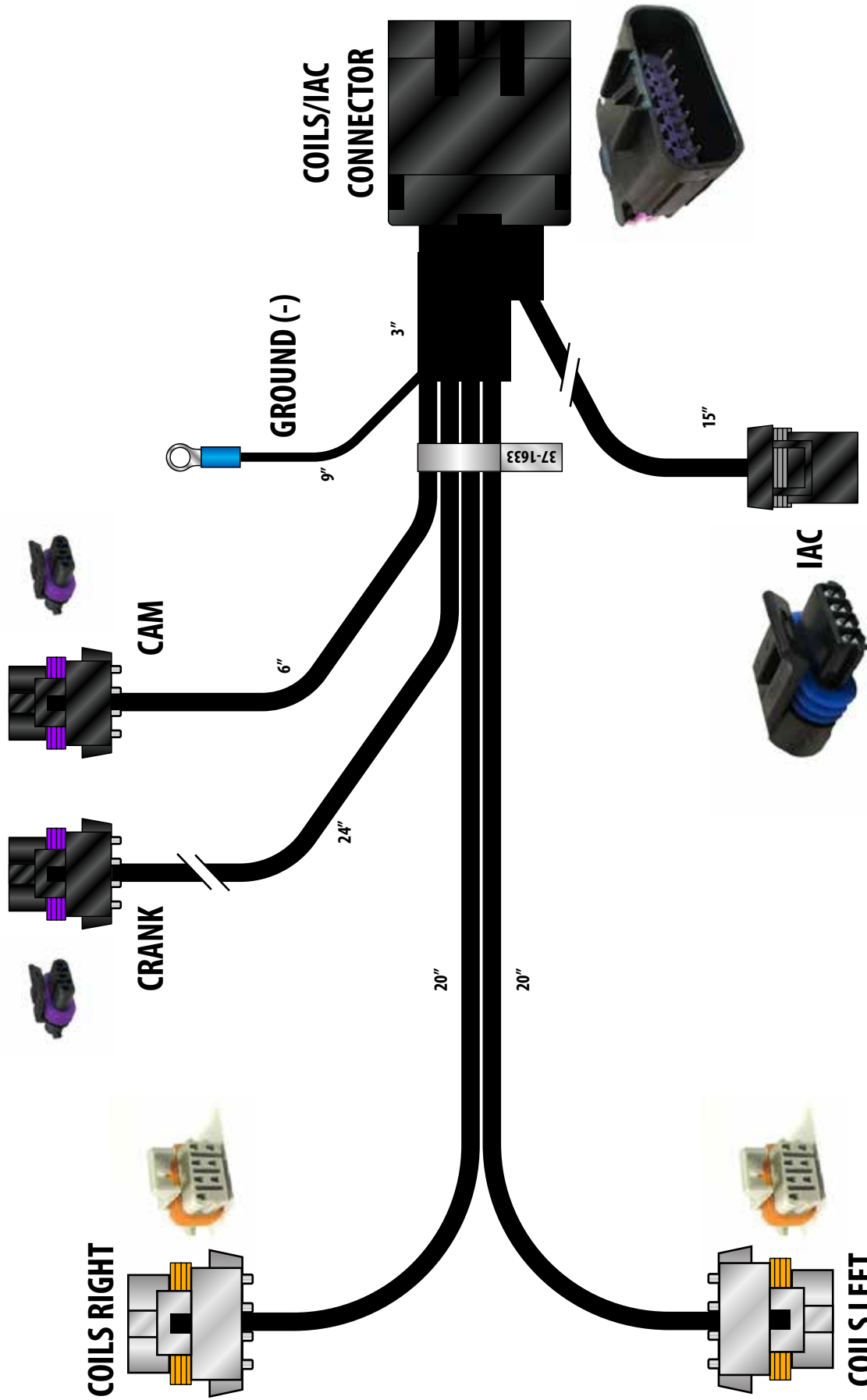
EDELROCK PRO FLO 4
 GEN IV 58X COIL HARNESS
 #37-1632



**EDELbrock PRO-FLO 4
GEN IV 58X COIL HARNESS
PART# 37-1632**



EDELBROCK PRO FLO 4
 GEN III 24X COIL HARNESS
 #37-1633



**EDELbrock PRO-FLO 4
GEN III 24X COIL HARNESS
PART# 37-1633**

PRO FLO 4 EFI LS 24X SETUP WIZARD MAP MATRIX

CAL. I.D	FUEL SYSTEM TYPE	CUBIC INCHES RANGE	CATEGORY	CAMSHAFT DURATION @ 0.050 LIFT	GAUGE PRESSURE. IDLE VACUUM	INJECTOR SIZE	HP Level
6000	RETURN/SUMP 58 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	26	400
6001	RETURN/SUMP 43 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	29	400
6002	RETURN/SUMP 58 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	29	450
6003	RETURN/SUMP 43 PSI	260-320	MILD	210 TO 230 DEG.	16.0 - 12.0	29	400
6004	RETURN/SUMP 58 PSI	260-320	MILD	210 TO 230 DEG.	16.0 - 12.0	29	450
6005	RETURN/SUMP 43 PSI	260-320	RACE	230 OR GREATER	12.0 - 5.0	29	400
6006	RETURN/SUMP 58 PSI	260-320	RACE	230 OR GREATER	12.0 - 5.0	29	450
6007	RETURN/SUMP 58 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	26	400
6008	RETURN/SUMP 43 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	29	400
6009	RETURN/SUMP 58 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	29	450
6010	RETURN/SUMP 43 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	29	400
6011	RETURN/SUMP 58 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	29	450
6012	RETURN/SUMP 43 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	35	450
6013	RETURN/SUMP 58 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
6014	RETURN/SUMP 43 PSI	321-345	RACE	230 OR GREATER	12.0 - 5.0	35	450
6015	RETURN/SUMP 58 PSI	321-345	RACE	230 OR GREATER	12.0 - 5.0	35	550
6016	RETURN/SUMP 43 PSI	346-360	STOCK	210 OR LESS	20.0 - 16.0	35	450
6017	RETURN/SUMP 58 PSI	346-360	STOCK	210 OR LESS	20.0 - 16.0	35	550
6018	RETURN/SUMP 43 PSI	346-360	MILD	210 TO 230 DEG.	16.0 - 12.0	35	450
6019	RETURN/SUMP 58 PSI	346-360	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
6020	RETURN/SUMP 43 PSI	346-360	RACE	230 OR GREATER	12.0 - 5.0	35	450
6021	RETURN/SUMP 58 PSI	346-360	RACE	230 OR GREATER	12.0 - 5.0	35	550
6022	RETURN/SUMP 43 PSI	361-430	STOCK	210 OR LESS	20.0 - 16.0	29	400
6023	RETURN/SUMP 58 PSI	361-430	STOCK	210 OR LESS	20.0 - 16.0	29	450
6024	RETURN/SUMP 58 PSI	361-430	MILD	210 TO 230 DEG.	16.0 - 12.0	42	650
6025	RETURN/SUMP 58 PSI	361-430	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
6026	RETURN/SUMP 58 PSI	361-430	RACE	230 OR GREATER	12.0 - 5.0	42	650
6027	RETURN/SUMP 43 PSI	361-430	RACE	230 OR GREATER	12.0 - 5.0	60	775

PRO FLO 4 EFI LS 58X SETUP WIZARD MAP MATRIX

CAL. I.D	FUEL SYSTEM TYPE	CUBIC INCHES RANGE	CATEGORY	CAMSHAFT DURATION @ 0.050 LIFT	GAUGE PRESSURE. IDLE VACUUM	INJECTOR SIZE	HP Level
7000	RETURN/SUMP 58 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	26	400
7001	RETURN/SUMP 43 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	29	400
7002	RETURN/SUMP 58 PSI	260-320	STOCK	210 OR LESS	20.0 - 16.0	29	450
7003	RETURN/SUMP 43 PSI	260-320	MILD	210 TO 230 DEG.	16.0 - 12.0	29	400
7004	RETURN/SUMP 58 PSI	260-320	MILD	210 TO 230 DEG.	16.0 - 12.0	29	450
7005	RETURN/SUMP 43 PSI	260-320	RACE	230 OR GREATER	12.0 - 5.0	29	400
7006	RETURN/SUMP 58 PSI	260-320	RACE	230 OR GREATER	12.0 - 5.0	29	450
7007	RETURN/SUMP 58 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	26	400
7008	RETURN/SUMP 43 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	29	400
7009	RETURN/SUMP 58 PSI	321-345	STOCK	210 OR LESS	20.0 - 16.0	29	450
7010	RETURN/SUMP 43 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	29	400
7011	RETURN/SUMP 58 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	29	450
7012	RETURN/SUMP 43 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	35	450
7013	RETURN/SUMP 58 PSI	321-345	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
7014	RETURN/SUMP 43 PSI	321-345	RACE	230 OR GREATER	12.0 - 5.0	35	450
7015	RETURN/SUMP 58 PSI	321-345	RACE	210 TO 230 DEG.	16.0 - 12.0	35	550
7016	RETURN/SUMP 43 PSI	346-360	STOCK	210 OR LESS	20.0 - 16.0	35	450
7017	RETURN/SUMP 58 PSI	346-360	STOCK	210 OR LESS	20.0 - 16.0	35	550
7018	RETURN/SUMP 43 PSI	346-360	MILD	210 TO 230 DEG.	16.0 - 12.0	35	450
7019	RETURN/SUMP 58 PSI	346-360	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
7020	RETURN/SUMP 43 PSI	346-360	RACE	230 OR GREATER	12.0 - 5.0	35	450
7021	RETURN/SUMP 58 PSI	346-360	RACE	230 OR GREATER	12.0 - 5.0	35	550
7022	RETURN/SUMP 43 PSI	361-430	STOCK	210 OR LESS	20.0 - 16.0	29	400
7023	RETURN/SUMP 58 PSI	361-430	STOCK	210 OR LESS	20.0 - 16.0	29	450
7024	RETURN/SUMP 58 PSI	361-430	MILD	210 TO 230 DEG.	16.0 - 12.0	42	650
7025	RETURN/SUMP 58 PSI	361-430	MILD	210 TO 230 DEG.	16.0 - 12.0	35	550
7026	RETURN/SUMP 58 PSI	361-430	RACE	230 OR GREATER	12.0 - 5.0	42	650
7027	RETURN/SUMP 43 PSI	361-430	RACE	230 OR GREATER	12.0 - 5.0	60	775

WARRANTY

Edelbrock warrants the Edelbrock Pro-Flo 4 EFI system to be free from defects in both workmanship and materials for a period of one year from date of purchase, provided that the product is properly installed and subjected to normal use and service, is not used for racing or competition purposes and that the product is not modified or altered in any way unless specified by our instructions. Our warranty service and repair facility is located at 2700 California Street, Torrance, CA 90503. Customers requiring warranty assistance should contact the dealer from whom they purchased the product. In turn, the dealer will contact Edelbrock, and we will determine the method of satisfying the warranty. Should Edelbrock determine that the product needs to be returned to the factory, it should be accompanied by proof of purchase and a clear description of the exact problem. The product must be returned freight pre-paid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. This warranty covers only the product itself and not the cost of installation or removal.

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

If you have any questions regarding this product or installation, please contact our Technical Department from 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday at: 800-416-8628.



**Edelbrock LLC • 2700 California St. • Torrance, CA 90503
Tech-Line: 800-416-8628**

NOTES

PERFORMANCE LOG	RUN:	1	2	3	4	5	6	7	8	9	10	11	12
DAY OF WEEK													
TIME OF DAY													
TYPE OF RUN (Qualify/Elim.)													
LANE													
REACTION TIME													
LIGHT CONDITIONS (NIGHT/DAY)													
DIAL IN													
REACTION TIME													
60 ft. E.T.													
330 ft. E.T.													
660 ft. E.T.													
660 ft. MPH													
990/1000 ft. E.T.													
1320 ft. E.T.													
1320 ft. MPH													
ESTIMATED E.T.													
MARGIN OF VICTORY													

