

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

## Accu-Drive® Camshaft Gear Drives

The Accu-Drive® camshaft gear drive kit replaces a stock timing chain with a precision gear drive system. The gear drive can be easily installed. Just replace the stock crank and camshaft sprockets with Accu-Drive® gears and slip in the idler assembly.

The Accu-Drive® gear drive system transmits power from the crankshaft gear to a full floating main idler which drives the camshaft gear. The unique feature of the Edelbrock Accu-Drive® system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears assuring absolutely equal load sharing between the crankshaft and the camshaft gears.

Important Note: Accu-Drive® Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors.

|   |               |
|---|---------------|
| <b>Chevy 262-400 V8 (1957-95)</b> .....                         | <b>#7890*</b> |
| <b>Chevy 396-454 V8 (1965-90)</b> .....                         | <b>#7891*</b> |
| <b>Ford 289-302 V8, 351-Windsor (1962-85)</b> .....             | <b>#7892*</b> |
| <b>Ford 5.0L (1985 and later hydraulic roller lifter cams).</b> | <b>#7893*</b> |
| <b>Ford 351-C V8</b> .....                                      | <b>#7896*</b> |
| <b>Ford 429-460 V8 (1968-87)</b> .....                          | <b>#7894*</b> |
| <b>Pontiac 326-455 V8</b> .....                                 | <b>#7895*</b> |



**Gear Drive #7890**

- **Accurate timing control... no chain to stretch**
- **Smooth cam rotation for precise valve control**
- **Provides Multiple cam timing adjustments for Optimum Performance**
- **Compatible with all standard camshafts**



**Accu-Drive #7895**



**Accu-Drive #7894**

### Accu-Drive® Notes

**#7890** - On some late-model engine blocks, it will be necessary to check clearance behind cam gear at the engine block at the 12 o'clock position. Make sure gear clears oil galley bosses on block when in the most rearward position. Grind or machine block for clearance. Clean block before assembling. Not applicable to stock Chevy hydraulic roller-lifter cam-equipped engines.

**#7892** - On 1962-64 vehicles, discard original spacer and thrust plate. Use Ford thrust plate #C9OZ-6269-A. On 1965-72-1/2 vehicles, discard original 2-piece eccentric. Use 1-piece eccentric Ford #C3AZ-6287-B.

## Two-Piece Stamped Aluminum Cover

This new die-stamped two-piece front cover for small-block Chevys is made from .090" aluminum for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Includes all necessary gaskets, bolts, and seals. Will not fit 1987 and later engines. Note: If cam button is desired, a nylon cam button must be used.

**Small-Block Chevrolet** .....**#4242**

**Replacement Gasket Kit** .....**#4243**

## Aluminum Timing Covers

Edelbrock's die-cast polished timing cover comes with pan seal, allen head bolts, gaskets and washers. #4240 won't fit 1987 & later; #4241 won't fit 1991 and later Mark V engines.

**Small-Block Chevrolet** .....**#4240 (C)**

**Big-Block Chevrolet**.....**#4241**

(C) #4240 is compatible with short thrust buttons (.640")

## Victor Series Circle Track Water Pumps

These competition water pumps are designed for small-block Chevy circle track and endurance racing applications. They feature a revised impeller entry, a black anodized finish and .100" thicker rear cover for greater durability. Auxiliary water outlets ease fabrication of custom plumbing systems and auxiliary fittings are available as AN or NPT. These water pumps provide max cooling with equal distribution to both sides of the block within 1%. By eliminating hot spots, the engine produces optimum power from every cylinder without detonation and pre-ignition. Other features include cast-iron impeller, billet hub and heavy-duty ball/roller bearings.

**Victor Circle Track Pump (AN aux. fittings at 90° to the block).....#8816**

**Victor Circle Track Pump (NPT aux. fittings at 45° to the block) ...#8817**

Fits all 1955-95 small-block Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16".



**Two-Piece Timing Cover #4242**



**Timing Cover #4241**



**Timing Cover #4240**



**Circle Track Pump #8817**

