



THESE VALVE TRAIN COMPONENTS ARE A REQUIRED UPGRADE WHEN USING AN EDELBROCK PERFORMER, RPM OR TORKER CAM AND STOCK HEADS.

SURE SEAT VALVE SPRINGS

Made of highest quality spring wire and precision wound to close tolerances, our Sure Seat Valve Spring sets are for use on original equipment heads when installing Edelbrock Performer-Plus, Performer RPM and Torker-Plus camshafts – these are the same high-performance springs used on Edelbrock Performer and RPM cylinder heads. The #5900 Series valve springs are designed for use with OEM valve rotators. Valve Spring Kits are complete kits that contain non-rotator valve springs, valve spring retainers and matching valve stem locks. For camshaft warranty compliance, use only the springs recommended by Edelbrock for each camshaft application. See Application Guide below.

VALVE SPRING RETAINERS

Made of superior quality steel, machined and heat-treated for strength, these retainers have a black-oxide finish for rust and corrosion protection. Chevrolet LS1 retainers are available in steel or lightweight Titanium. Sold in sets of 16. See Application Guide below for complete listing.

| Application | Valve Spring Kits | Valve Springs | | Seat Pressure | Non Rotator O.D. / I.D. | Rotator O.D. / I.D. | Recommended Installed Spring Height | | Retainers Non-Rotator | |
|--|--------------------------------|---------------|-----------|---------------|-------------------------|---------------------|-------------------------------------|---------|-----------------------|------------------|
| | | Non-Rotator | Rotator | | | | Non-Rotator | Rotator | | |
| Performer Series (Street) | | | | | | | | | | |
| AMC | 290-304-360-401 V8 '70 & later | — | #5832 | #5932 | 83-93 lbs | 1.364"/1.000" | 1.408"/1.010" | 1.812" | 1.625" | #9720 |
| Chevrolet | 200-229-262 90° V6 | — | #5813 | #5913 | 76-84 lbs | 1.222"/.875" | 1.222"/.875" | 1.700" | 1.610" | #9728 |
| | 4.3L V6 '87-95 | — | #5814 | — | 104-116 lbs | 1.250"/.750" | — | 1.700" | — | #9729 |
| | 262-400 V8 '57-95 | #5894 | #5802 (B) | #5902 (B) | 76-84 lbs | 1.222"/.875" | 1.222"/.875" | 1.700" | 1.610" | #9721 |
| | 396-402-427-454 V8 | #5895 | #5862 | #5862 | 84-96 lbs | 1.500"/1.082" | 1.500"/1.082" | 1.880" | — | #9720 |
| Chrysler | 318-340-360 V8 '57-89 | — | #5877 | #5977 | 90 lbs | 1.400"/1.020" | 1.390"/1.020" | 1.650" | 1.480" | #9720 |
| | 383-400-413-440 V8 '69-79 | — | #5892 | #5992 | 120 lbs | 1.380"/1.020" | 1.390"/1.020" | 1.860" | 1.730" | #9720 |
| Ford | 289-302 V8 '63-81 | #5896 | #5822 | #5922 | 90 lbs | 1.375"/1.010" | 1.385"/1.010" | 1.700" | 1.600" | #9724 |
| | 351W V8 | — | #5882 | #5982 | 61-69 lbs | 1.385"/1.000" | 1.385"/1.000" | 1.780" | 1.600" | #9724 |
| | 351M/400 V8 '71-82 | — | #5872 | #5972 | 76-84 lbs | 1.400"/1.010" | 1.410"/1.010" | 1.820" | 1.680" | #9724 |
| | 360-390 V8 '61-76 | — | #5806 | #5906 | 85-95 lbs | 1.458"/1.062" | 1.446"/1.062" | 1.820" | 1.680" | #9720 |
| | 429-460 V8 '69-87 | — | #5867 | N/A | 75 lbs | 1.390"/1.000" | — | 1.820" | — | #9724 |
| Oldsmobile | 330-403 V8 '67-84 | — | #5812 | N/A | 76-84 lbs | 1.435"/1.041" | — | 1.670" | — | #9724 |
| Pontiac | 350-455 V8 | — | #5857 | N/A | 100 lbs | 1.390"/.776" | — | 1.590" | — | #9724 |
| Performer RPM & Torker Series (High-Performance Street) | | | | | | | | | | |
| Chevrolet | 262-400 V8 '57-95 | #5794 | #5703 | N/A | 104-116 lbs | 1.265"/.880" | — | 1.700" | — | #9730 |
| | 396-454 V8 (C) | #5795 | #5762 | N/A | 100 lbs | 1.440"/.800" | — | 1.880" | — | #9731 |
| | LS1 V8 | — | #5798 | N/A | 138 lbs | 1.301"/.650" | — | 1.800" | — | #9707/#9708 (Ti) |
| Chrysler | 318-340-360 V8 | — | #5777 | N/A | 91-100 lbs | 1.500"/1.075" | — | 1.650" | — | #9732 |
| | 383-400-413-440 V8 | — | #5792 | N/A | 120 lbs | 1.550"/1.120" | — | 1.885" | — | #9734 |
| Ford | 289-302 V8 | #5796 | #5722 | N/A | 84-94 lbs | 1.440"/1.030" | — | 1.770" | — | #9733 (A) |
| | 351W V8 | — | #5722 | N/A | 84-94 lbs | 1.440"/1.030" | — | 1.770" | — | #9733 (A) |
| | 390-428 V8 | — | #5767 | N/A | 105 lbs | 1.460"/1.060" | — | 1.820" | — | #9720 |
| | 429-460 V8 | — | #5767 | N/A | 105 lbs | 1.460"/1.060" | — | 1.820" | — | #9736 |
| Oldsmobile | 330-350-403 V8 | — | #5712 | N/A | 120 lbs | 1.440"/.755" | — | 1.750" | — | #9736 |
| Pontiac | 389-455 V8 | — | #5757 | N/A | 120-130 lbs | 1.485"/.830" | — | 1.700" | — | (D) |

(A) Use #9724 to add .100" installed height if needed.

(B) In 305-350 Chevys, some '77 & later vehicles have heads #14014416 (have scalloped-out appearance at bottom), use non-rotator springs #5802 with stock rotators.

(C) Inner spring will not clear stock valve seal; head must be machined for PC type seals.
(D) Use #99953 from Crane Cams.

VALVE STEM LOCKS

Heat-treated machined (HTM) 7° valve stem locks for use with Edelbrock retainers. Black oxide, top-quality steel for maximum strength.



| Diameter | Application | Taper | Material | Part # |
|----------|--|-------|------------------------------|--------|
| 11/32" | Single groove (set of 32) | 7° | Heat treated stamped steel | #9611 |
| 3/8" | Single groove (set of 32) | 7° | Heat treated stamped steel | #9612 |
| 11/32" | Single groove (set of 24) | 7° | Heat treated stamped steel | #9614 |
| 11/32" | Single groove, .050" low (set of 32) | 7° | 4140 machined hardened steel | #9615 |
| 11/32" | Single groove, std. height (set of 32) | 7° | 4140 machined hardened steel | #9616 |
| 8MM | Single groove (set of 32) | 7° | Heat treated steel | #9657 |