



The Edelbrock water pump on Camee & Christi Edelbrock's '32 Roadster kept the 435 hp Edelbrock crate engine running cool on the Hot Rod Power Tour

## WATER PUMPS ARE AVAILABLE IN 3 FINISHES:

- **As-Cast**
  - Natural satin finish
- **Polished**
  - Traditional good looks
- **EnduraShine® Finish**
  - Brilliant luster matches polished aluminum with the durability of a powder coated finish
  - Resists discoloration from heat
  - Clear top coat enhances polished look for a great appearance



S/B Chrysler #8877 with As-Cast Finish



Ford 5.0L #8845 with Polished Finish

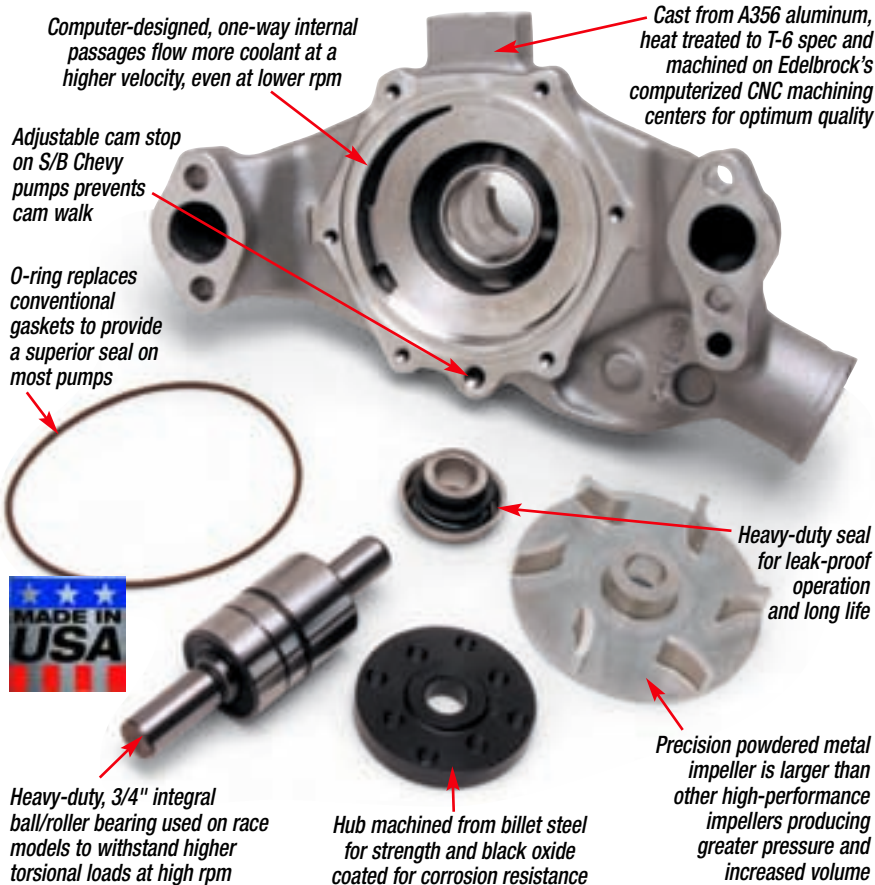


S/B Chevy #88104 with EnduraShine Finish

## VICTOR SERIES ALUMINUM WATER PUMPS

### OPTIMUM COOLING FOR AMC/JEEP, CHEVY, CHRYSLER, FORD & PONTIAC

Edelbrock Victor Series water pumps provide maximum cooling for the street and the race track. They're ideal to prevent overheating in street rods and street machines, as well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock has designed these "super cooling" water pumps to provide maximum flow, maximum pressure and equal distribution to both sides of the block within 1%. Available for most popular applications, these high-performance pumps flow in only one direction for optimum efficiency. The casting's computer-designed internal passages and precision powdered metal impeller produce the maximum flow rate possible.



### SHORT- OR LONG-STYLE WATER PUMP?

To make sure that your pulleys line up correctly in custom small- and big-block Chevy applications, it's important that you choose the right water pump. Whether you need a short or long length pump, Edelbrock has both to fit just about any engine.

Using a tape measure and a straightedge, place the pump on a flat surface and the straightedge on the mounting surface of the hub. Then, measure straight up from the flat surface to the straight edge. This is the same height as the mounting surface on the hub. Match your measurement to our "Dimension from block surface to hub" on following pages to choose the right pump.

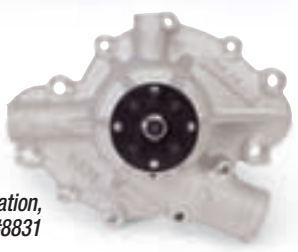


Long-style pump #8811 is 1-5/16" longer than short-style pump #8810

POWER PKG  
KITS  
SUPERCARGERS  
CRATE ENGINES  
CARBS & ACCESS.  
FUEL PUMPS  
GASKETS  
INSTALL ITEMS  
MANIFOLDS  
EFI  
HEADS  
CAMS & ACCESS.  
NITROUS  
WATER PUMPS  
ACCESS.  
EXHAUST  
SUSPENSION  
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# WATER PUMPS HIGH PERFORMANCE



AMC/Jeep standard rotation, short-style #8831

## AMC/JEEP

### Standard Rotation

As-Cast Polished EnduraShine

#### Short-Style Pump for 1968-72 304-360-401

(5/8" pilot shaft) .....#8831 .....N/A .....N/A

Fits all 1968-72 AMC 290-401 and 1971-72 Jeep 304 and 360 V8. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-7/16". Inlet diameter: 1.80".

#### Long-Style Pump for 1973-91 304-360-401

(5/8" pilot shaft) .....#8832 .....N/A .....N/A

Fits all 1973-91 AMC 304, 360, and 401 V8 engines and 1973-91 Jeep 304, 360, and 401 V8. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-13/16". Inlet diameter: 1.80".



S/B Chevy standard rotation short-style #8810

## SMALL-BLOCK CHEVY

### Standard Rotation

As-Cast Polished EnduraShine

#### Short-Style Pump for most 1955-72 cars & trucks (5/8" pilot shaft).....#8810 .....#8820 .....#88104

Fits all 1955-68 S/B Chevy passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8". Inlet diameter: 1.80".

Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8". Inlet diameter: 1.80".

#### Long-Style Pump for 1969-87 V8, 90° V6 & 1973-86 truck (5/8" pilot shaft) .....#8811 .....#8821 .....#88114

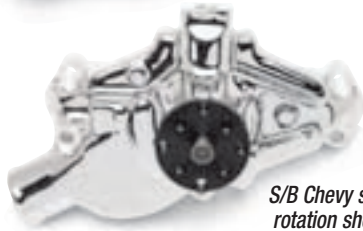
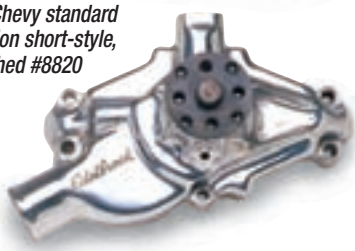
Fits all 1969-87 S/B Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881). Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16". Inlet diameter: 1.80".

Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881). Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16". Inlet diameter: 1.80".

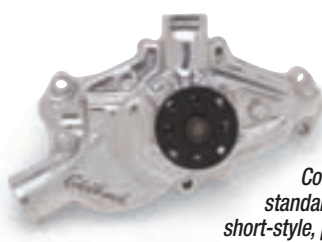
#### Short-Style Pump for 1971-82 Corvettes (3/4" pilot shaft) .....#8812 .....#8822 .....#88124

Fits all 1971-82 S/B Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.80".

S/B Chevy standard rotation short-style, polished #8820



S/B Chevy standard rotation short-style #88104 with EnduraShine finish



Corvette standard rotation short-style, polished #8822



S/B Chevy reverse rotation long-style #8881

S/B Chevy standard rotation long-style #8811



## SMALL-BLOCK CHEVY

### Reverse Rotation

As-Cast Polished EnduraShine

#### Long-Style Pump for 1987-95 V8 & 90° V6 (5/8" pilot shaft).....#8881 .....#8891 .....#88814

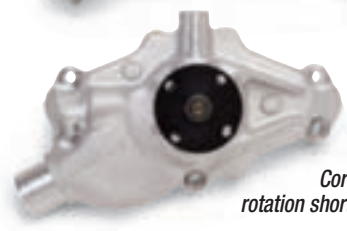
Fits 1987-95 S/B Chevy V8s and 90° V6s using serpentine drive belt. Does not fit LT1 or Vettes. Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16". Inlet diameter: 1.80".

#### Short-Style Pump for 1984-91 Corvettes (3/4" pilot shaft) .....#8815 .....#8825 .....N/A

Fits all 1984-91 350 c.i.d. Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5.80". Inlet diameter: 1.54".

#### Short-Style Pump for use with aftermarket serpentine belts (5/8" pilot shaft).....#8882 .....#8892 .....#88824

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8". Inlet diameter: 1.84".



Corvette reverse rotation short-style #8815

S/B Chevy reverse rotation long-style #88814 with EnduraShine finish



S/B Chevy reverse rotation short-style #8882

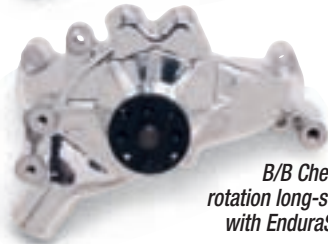


Corvette reverse rotation short-style, polished #8825

# HIGH PERFORMANCE WATER PUMPS



409 Chevy  
standard rotation #8858



B/B Chevy standard  
rotation long-style #88514  
with EnduraShine Finish



B/B Chevy  
reverse rotation  
short-style, polished #8864



B/B Chevy reverse  
rotation long-style #8853



GM/LS standard  
rotation #8896



**NEW**

4.6L Ford  
short-style #8803



Ford 5.0L  
polished #8845

## BIG-BLOCK CHEVY Standard Rotation

As-Cast Polished EnduraShine

**Short-Style Pump** (5/8" pilot shaft) .....#8850 .....#8860 .....#88504

Fits all 1965-68 B/B Chevy passenger cars, 1966-72 trucks and 1969-70 B/B Corvettes. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.95".

**Long-Style Pump** (5/8" pilot shaft) .....#8851 .....#8861 .....#88514

Fits 1969-87 B/B and some 1988-91 heavy-duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton. Includes 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16". Inlet diameter: 1.875".

**Short-Style Pump** (3/4" pilot shaft) .....#8852 .....#8862 .....N/A

Fits 348W all 1971-74 B/B Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.95".

**409 Pump** (5/8" pilot shaft) .....#8858 .....N/A .....#88584

Fits 1958-65 B/B Chevy 348/409 engines. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.95".

## BIG-BLOCK CHEVY Reverse Rotation

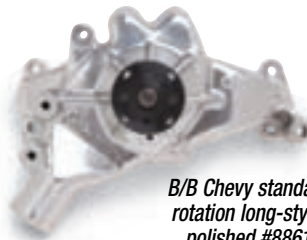
As-Cast Polished EnduraShine

**Long-Style Pump** (5/8" pilot shaft) .....#8853 .....#8863 .....N/A

Fits 1988 and later C/K pickups equipped with 454 B/B using serpentine drive belt (no "V" Belts). Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16". Inlet diameter: 1.875".

**Short-Style Pump for Serpentine Belt** (5/8" pilot shaft) .....#8854 .....#8864 .....#88544

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 2.00".



B/B Chevy standard  
rotation long-style,  
polished #8861



B/B Chevy standard  
rotation short-style #8850

## GM/LS - Standard Rotation

As-Cast Polished EnduraShine

**Two-Piece Pump for GM Gen III & IV LS** (3/4" pilot shaft) .....#8896 .....N/A .....N/A

Fits 1997-2007 GM Gen III LS1 and Gen IV LS2 engines with 2004 & later two-piece Thermostat (GM PN 12581594). Has 3/4" ball/ball bearing. Dimension from block surface to hub: 6". Pulley not included.

### Replacement Cartridge for Edelbrock,

**GM Gen III & IV LS water pump** .....#8897 .....N/A .....N/A

**Pulley for Gen III & Gen IV Water Pumps** .....**NEW**.....#8898 .....N/A .....N/A

This hard anodized billet aluminum pulley is a universal design and will work with our LS water pump #8896 and most belt offsets found in GM Gen III and Gen IV small block V8 engines. Features a stock diameter and requires a 3/4" pilot shaft.

## 4.6L FORD

As-Cast Polished EnduraShine

**Short-Style Water Pump**.....**NEW**.....#8803 .....N/A .....N/A

Fits 2002 Mustang GT and Cobra, 2003-04 Mustang GT, Cobra and Mach 1. Has a 3.80" precision cast impeller, and larger than stock 3/4" bearing. Dimension from block surface to hub: 2.58"

**Long-Style Water Pump** .....**NEW**.....#8804 .....N/A .....N/A

Fits 1996-01 Mustang GT and Cobra and 2005-07 Mustang GT. Can be used on selected 2001 Mustang GT and Cobras and will require measurement to determine long or short style. Has a 3.80" precision cast impeller, and larger than stock 3/4" bearing. Dimension from block surface to hub: 3.43"

## 5.0L FORD

As-Cast Polished EnduraShine

**For 1986-93 Ford 5.0L V8** (5/8" pilot shaft) .....#8840 .....#8845 .....N/A

Fits engines using a serpentine accessory drive belt. Reverse rotation; not for early model 289-302 V8s. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.78".

**For 1993-97 Ford 5.0/5.8L V8** (5/8" pilot shaft) .....#8045 .....#8046 .....N/A

For F-Series trucks using a serpentine accessory drive belt. Reverse rotation; not for early model 289-302 V8s. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.78". Will not fit 1994-95 Mustang.

POWER PUMPS  
KITS  
SUPERCHARGERS  
CRATE ENGINES  
CARBS & ACCESS.  
FUEL PUMPS  
GASKETS  
INSTALL ITEMS  
MANIFOLDS  
EFI  
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# WATER PUMPS HIGH PERFORMANCE

S/B Ford #8842



## SMALL-BLOCK FORD

**As-Cast Polished EnduraShine**

**For 1965-68 289, 1968-69 302, 1969 351W** (5/8" pilot shaft) .....#8841 .....#8846 .....#88414

Right-hand inlet with back plate. Dimension from casting to hub: 5.42". Inlet diameter: 1.78".

**For 1965-67 289 Special** (5/8" pilot shaft).....#8842 .....#8847 .....N/A

"K" engine code with right-hand inlet with no back plate. Dimension from casting to hub: 5.16". Inlet diameter: 1.78".

**For 1970-78 302, 1970-87 351W**

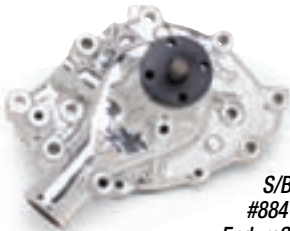
(5/8" pilot shaft) .....#8843 .....#8848 .....N/A

Left-hand inlet with back plate. Dimension from casting to hub: 5.70". Inlet diameter: 1.78".

**For 1970-79 351C and 351M/400**

(5/8" pilot shaft) .....#8844 .....#8849 .....N/A

Left-hand inlet with no back plate. Dimension from casting to hub: 5.71". Inlet diameter: 1.78".



S/B Ford #88414 with EnduraShine finish



S/B Ford polished #8849



429/460 Ford polished #8876

FE Ford #8805



## 429/460 FORD

**As-Cast Polished EnduraShine**

**For 1970-92 429/460** (3/4" pilot shaft) .....#8866 .....#8876 .....N/A

Left-hand inlet, includes new backing plate. Fits all 1970-92 429/460 V8s in passenger cars, trucks, vans and motorhomes. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.98".

S/B Chrysler #8877



## FORD FE

**As-Cast Polished EnduraShine**

**For 1965-76 352/428 Ford FE** (5/8" pilot shaft) .....#8805 .....#8835 .....N/A

Fits all 1965-76 Ford FE V8s. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 7.56". Inlet diameter: 2.125".

S/B Chrysler polished #8887



## SMALL-BLOCK CHRYSLER

**As-Cast Polished EnduraShine**

**For 1969-85 318-360 Chryslers** (5/8" pilot shaft) .....#8877 .....#8887 .....N/A

Direct replacement for stock water pump, will accept all factory pulleys and accessories. Special impeller and tight clearances provide increased coolant flow, block pressure, and balanced delivery. Has heavy-duty 3/4" ball/ball bearing and seal. Dimension from block surface to hub: 5.55". Inlet diameter: 1.75".

## BIG-BLOCK CHRYSLER

**As-Cast Polished EnduraShine**

**For 1958-79 361-440 Chryslers (incl. 426 Hemi)** (5/8" pilot shaft) .....#8814 .....#8824 .....N/A

A unique design for maximum cooling and performance. Engineered to directly replace the stock pump in the factory cast-iron housing or work with the Mopar® Performance aluminum housing. Dimension from block surface to hub: 3.07".

B/B Chrysler polished #8824



## PONTIAC - Standard Rotation

**As-Cast Polished EnduraShine**

**Pump for 1969-79 389-455** (5/8" pilot shaft).....#8856 .....N/A .....N/A

Fits 1969-79 389-455 c.i.d with 11 bolt front timing cover with back plate. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-1/2".



Pontiac standard rotation #8856

S/B Chevy Circle Track Pump #8817



S/B Chevy Circle Track Pump #8819



S/B Ford Circle Track Pump #8833



## VICTOR SERIES CIRCLE TRACK WATER PUMPS

These competition water pumps are designed for circle track and endurance racing applications. They feature a revised impeller entry, a hard 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 maximum 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 billet hub and heavy-duty ball/roller bearings.

### SMALL-BLOCK CHEVY

**Victor Circle Track Pump, -8 AN aux. fittings at 90° to the block (3/4" pilot shaft).....#8816**  
Fits all 1955-95 S/B Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.85".

**Victor Circle Track Pump, 3/8" NPT aux. fittings at 45° to the block (3/4" pilot shaft) .....#8817**  
Fits all 1955-95 S/B Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.85".

**Victor-Pro Circle Track Water Pump (3/4" pilot shaft).....#8819**

An upgraded version of #8816 water pump with improvements and features focused to the needs of current circle track racing engine builders and teams. It features an improved right side outlet passage, AN-10 side water outlet ports, aluminum backplate, marine seal, and a powdered metal impeller. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.84".

### SMALL-BLOCK FORD

**Victor Circle Track Pump (3/4" pilot shaft).....#8833**

Fits all Windsor style blocks with S/B Ford timing cover. Comes with heavy-duty 3/4" ball/roller bearing. Left-hand inlet with back plate. Dimension from block surface to hub: 5.70". Inlet diameter: 1.78".

### About the Edelbrock Water Pump Dyno

Designed and built by Edelbrock, this dyno is set-up to test water pumps in a "real world" setting that simulates the conditions of an actual engine. The "coolant" in the dyno is pre-heated to reflect the actual temperature of the coolant in a running engine. The sensors collect flow numbers, temperature and pressure data as well as how much horsepower is required to turn the water pump. This gives us the complete picture about the efficiency of the water pump design.

Finally, the information is interpreted, recorded and stored by the Edelbrock QwikData data acquisition system. Using the QwikData system gives the engineer the capability of creating graphs and viewing the information in any number of ways. This testing is used to develop water pumps that will exceed the additional cooling system demands of a high performance engine.

The chart to the left shows the flow data collected on our two Circle Track water pumps. Note the even distribution and amount of flow up to the high-rpm range.

### Water Pump Dyno Tests

Tests show that Edelbrock pumps deliver substantial flow as well as distributing water almost equally to both sides of the engine. Check out the numbers below...

#### SMALL-BLOCK CHEVY CIRCLE TRACK PUMP #8816

Pump RPM	Left Flow (gal/min)	Right Flow (gal/min)
2000	14.37	14.84
3000	21.95	22.40
4000	29.52	29.82
5000	37.08	36.70

#### SMALL-BLOCK FORD CIRCLE TRACK PUMP #8833

Pump RPM	Left Flow (gal/min)	Right Flow (gal/min)
2000	16.03	16.16
3000	24.07	24.11
4000	32.31	32.51
5000	40.12	40.08



This water pump dyno allows the Edelbrock engineers to test the flow & distribution capabilities of each Edelbrock pump.



Be Cool, Billet Specialties, March Performance & Jones Racing recommend the use of Edelbrock water pumps for maximum cooling system performance

### Proven on the Race Track and on the Street

Edelbrock Circle Track water pumps are used by leading NASCAR Sprint Cup teams for the ultimate performance test. They count on Edelbrock because our pumps keep their engines cool. The same technology used in the race pumps goes into all Edelbrock pumps. Other "real life" tests include the Hot Rod Power Tour. Every year, Edelbrock equipped vehicles make the trek through several states in the USA. The weather can be extremely hot and humid, causing problems with some tour participants. Every year, the Edelbrock cars take the heat and keep on going with no overheating problems to ruin the fun!