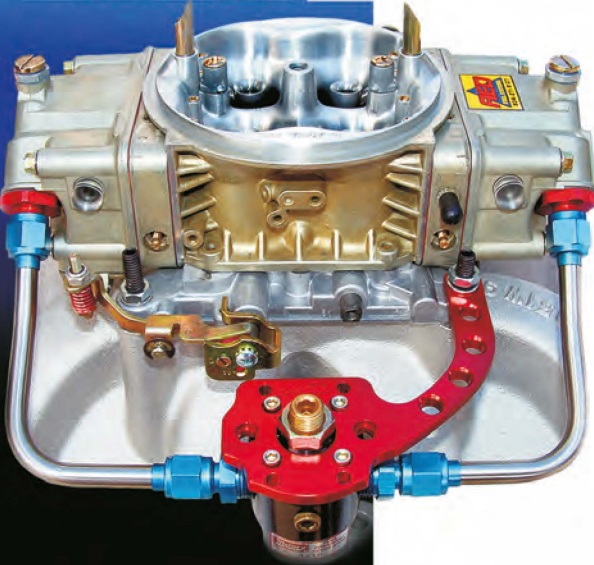
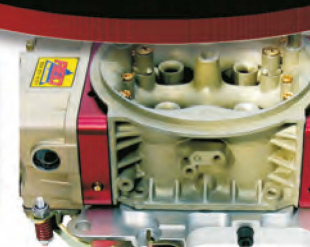
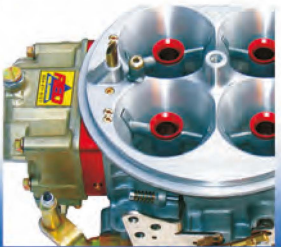


THE HIGHEST STANDARD IN PRODUCT PERFORMANCE
AND TECHNICAL SUPPORT FOR OVER THREE DECADES



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PERFORMANCE FUEL DELIVERY
SYSTEM COMPONENTS CATALOG

AED AED PERFORMANCE



AED Performance was founded with one basic premise in mind; manufacturing of high quality components at reasonable prices. We will honestly endeavor to offer the best product, service, and technical support as humanly possible. We feel in the last 30 years we have met that commitment. Our background includes over three decades in the automotive aftermarket field in design, building, and research and development of high performance components. We have one of the most hi-tech research facilities anywhere including a computer controlled "Carburetor Wet-Flow Bench", which is capable of flowing any throttle bore separately or combination of throttle bores to provide CFM, air-fuel ratio, test pressure, pounds of fuel and air, and corrected data as related to RPM range. This tool is absolutely essential in preparing performance and racing carburetors. We also have in-house CNC machining centers, flowbenches, including fuel injection wetbench, a total induction bench, computerized engine dynamometer, chassis dyno, computerized valve train profiling equipment, and many engine and induction modeling programs. We have the resources of a larger company but are small enough to be flexible to changing market demands and tailor products to meet different individuals needs.

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AED PERFORMANCE CARBURETORS

We have devoted considerable resources and time to be able to offer the finest performance and racing carburetors available today! Our R & D facility consists of 4 Flowbenches, including Superflow Engine Dyno, test engines, computer aided design modeling equipment, chassis dyno, and CNC machining centers. We employ the planets leading computerized "**Wet-Flowbench**" designed exclusively for carburetor testing. We can wet-flow carburetors measuring airflow, fuel flow, manifold vacuum, and air/fuel ratio throughout the entire RPM range. This enables us to properly match and balance fuel delivery on all throttle bores and control the metering signal and strength at all engine speeds.

We offer complete carburetor development and modification from Nascar 2-barrels to Pro-Stock & Pro-Mod Dominators, including **gas**, **alcohol**, and **E-85** models. AED offers several different series of Performance and Racing Carburetors all "**CNC Machined**" to give you exact duplication and consistency everytime to cover the total aftermarket spectrum. AED Carburetors are Dyno tested and racetrack proven winners. When you compare our pricing, quality, and features you will also see the "**AED Advantage**". We have divided our different carburetor series into 2 main catagories. First is all our "**Off-The-Shelf**" carburetors which are available for immediate delivery. The second section will include all our "**Custom**" carburetors which are built to your specific combination and usually require a 2 week lead time. Tune-Up kits are available for all our custom series carburetors and recommended for all our Oval Track carburetors for the utmost in flexibility.

"OFF-THE-SHELF" CARBURETORS

The "HO-Series" Carburetors



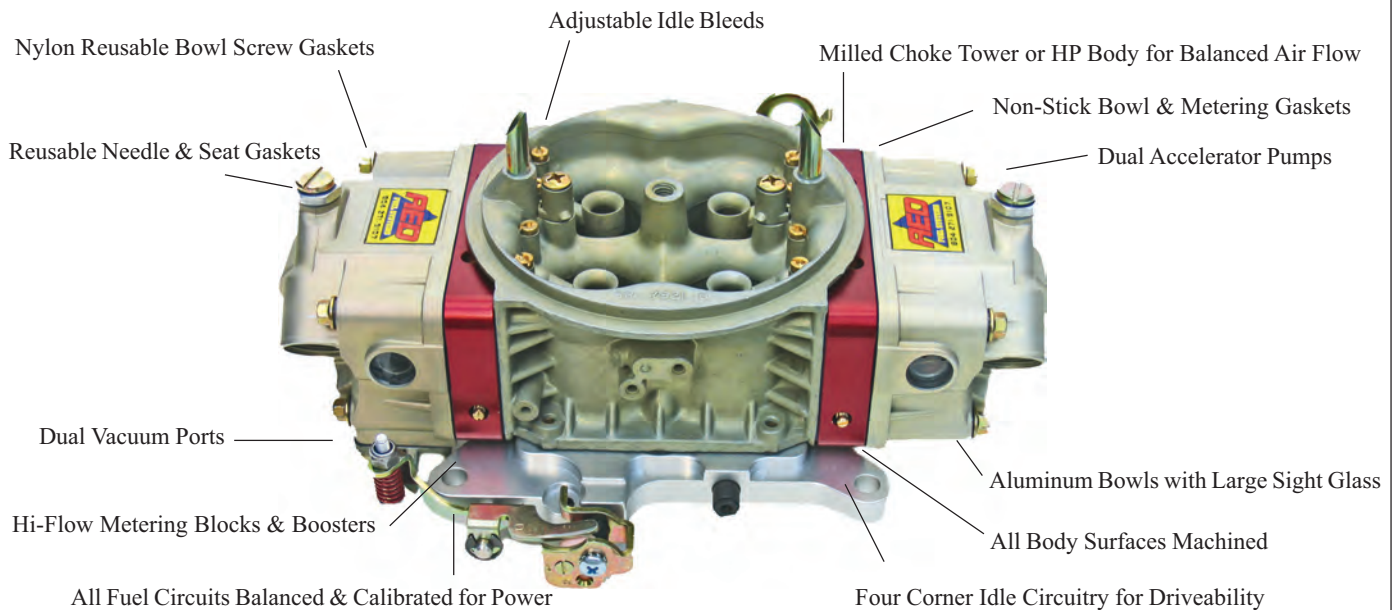
If your looking for a professionally prepared "Off-The-Shelf" performance carburetor at an affordable price we've got your carb! The "HO" was designed with the Pro-Street and bracket racer in mind featuring crisp throttle response, great drivability, and killer acceleration. These carburetors are equally at home on the street or race track and should be in stock at a quality performance dealer near you. "HO Carburetors" are available in **650 - (2) 750 - 850 - 950 - 1000** cfm models. HO's include all the features listed below, which means milled choke housing or HP body, fully **CNC machined** and deburred main body surfaces, high flow boosters and metering blocks, four corner idle, special AED calibration and fuel curve, dual accelerator pumps, **new replaceable idle air bleeds on all models, new aluminum bowls with large sight window**, non-stick gaskets, dual vacuum ports, and **Killer Performance**. "HO"s are designed for single four barrel normally aspirated engines, but we also offer **Alcohol, Blower, and Marine** versions to meet your needs. Alcohol HO's include special Billet metering blocks, high flow .130" needle & seats, and custom fuel circuitry for race only applications. Don't let the low price fool you, the **"HO-Series" does everything a carburetor is supposed to do, but better!** Contact us or your local AED dealer today and feel the excitement. AED Carburetors are test run and tuned before shipping to ensure the utmost in quality control. Options include jet extensions and custom machined jet extension floats. All HO-Series are on the shelf and available for immediate shipment.

New for 2012 is our **Billet "HO-Series"** that features the same great carburetors but includes new **Billet Metering & Billet Baseplates** with vacuum ports. We have upped the ante with increased adjustability & performance potential. Use **"B"** in front of part # for Billet Series. Options include machined float & jet extensions, which are recommended for 60 foot times in the 1.50s & quicker.

HO-Series Application Guide:

- **Pro-Street Performance Applications**
- **Street Rods**
- **Bracket Racing**
- **Marine Applications**

Billet **750HP** "HO-Series"



Part #	Description
650HO	650 "HO-Series" Carburetor
750HO	750 "HO-Series" Carburetor
750HPHO	750 HP "HO-Series" Carburetor
750HM	750 "HO-Series" Marine Carburetor
750HB	750 "HO-Series" Blower Carburetor
750HO-A	750"HO-Series Alcohol Carburetor

850HO	850 "HO-Series" Carburetor
850HM	850 "HO-Series" Marine Carburetor
850HB	850 "HO-Series" Blower Carburetor
850HO-A	850 "HO-Series" Alcohol Carburetor
950HO	950 "HO-Series" HP Body Carburetor
950HO-A	950 "HO-Series" Alcohol Carburetor
1000HO	1000 "HO-Series" HP Body Carburetor

*** Use **"B"** in front of part number for Billet HO-Series

"OFF-THE-SHELF" CARBURETORS

The "HO-Modified" Series Carburetors

Due to the great success of our "HO Series" of performance carburetors, we have expanded the line to include a fully ported and polished version. It includes all the special features and fuel calibration as the "HO" which means milled choke housing or HP mainbody, fully machined and deburred main body surfaces, special Hi-Flow metering blocks, four corner idle, dual accelerator pumps, reusable gaskets, and Killer performance. Plus full **"CNC Porting"** and Polishing of the main body for additional Airflow and Performance, and special **Machined Boosters** for increased torque and power. **These are absolutely the finest carburetors per dollar spent available!**

"HO Modifieds" are available in **750, 850, 950 & 1050** versions. Actual airflow is considerably higher than unported carburetors, usually well over 50 cfm, but still provide exceptional throttle response because of proper CNC porting. **New for 2012 is our Billet "HO-Modifieds" featuring Billet Metering & Billet Baseplates as standard equipment.** Use "B" in front of part number for our Billet series. All "HO Modifieds" are on the shelf and available for immediate shipment.

Part #	Description
750HOM	750 "HO-Modified" Performance Carburetor
850HOM	850 "HO-Modified" Performance Carburetor
950HOM	950 "HO-Modified" HP Performance Carburetor
1050HOM	1050 "HO-Modified" HP Dominator Carburetor
*Add "B" in front of part # for Billet Base & Metering	



950 "HO-Modified" Billet

The "Pro-Street" Dominator

Finally you don't have to give up power on big inch small blocks & big blocks built for the street. Not only do they offer incredible drivability on the street but also excel at the racetrack. No more plug fouling, rich idle, & horrible street manners with our **"Pro-Street"** Dominator. It's fully CNC ported with externally adjustable linkage & available with conventional metering or **New for 2012** with **Billet Metering & Billet Boosters**. **This is by far the best dual purpose Dominator as it excels in all departments!**

Part #	Description
1050PS	1050 Pro-Street Dominator
B1050PS	Billet 1050 Pro-Street Dominator



1050 "Pro-Street" Billet

"OFF-THE-SHELF" OVAL TRACK CARBURETORS

The Oval "Track Warrior" Series

New for **2012** is our **Billet 750 Oval "Track Warrior"** series. They are available in gas or alcohol & designed for small block oval track engines. Where you want the most bang for your dollar the buck stops here. Features include professional carburetor preparation (not assembly line) on all new **750-HP** mainbody castings, which offer 800cfm with a 1.375" venturi, adjustable **Billet Metering Blocks, Billet Baseplates**, high flow boosters, welded linkage, dual power valve circuitry, custom machined & weighted floats, special AED **"Wetflow Technology"**, 5/16" air cleaner stud, 4-corner idle, & full engine testing before shipping. Our Design criteria for the **"Track Warrior"** was to offer the best product features and benefits per dollar spent and still not compromise performance on any level. This is an incredible value and designed for engines producing 475 to 600 horsepower. The "Track Warrior" is on the shelf and available for immediate shipment.

We also offer several other **"Off-The-Shelf"** oval track carburetors based on conventional bodies that are required for many classes that require a stock external appearance. These are totally blueprinted carburetors designed specifically for circle track racing. These include a 500 2-bbl., and 650 & 750cfm models at very attractive pricing. They include custom fuel metering, machined body surfaces, dual power valves, high flow boosters, custom metering, special machined and weighted floats, dual accelerator pumps, reusable gaskets throughout, and outstanding performance. See our custom Oval Track section for our professional series carburetors.

Part #	Description
750-TW	750 HP Billet Oval "Track Warrior" - Gas
750-TW A	750 HP Billet Oval "Track Warrior" - Alcohol
500N2	Nascar 500 2-Barrel
650N2	Nascar 650 Blueprint Carburetor
750N2	Nascar 750 Blueprint Carburetor
Oval Track Carbs also available in "Pro-Series" & "Sup-Mod"	



750 Gas "Track Warrior"

AED CUSTOM DRAG CARBURETORS

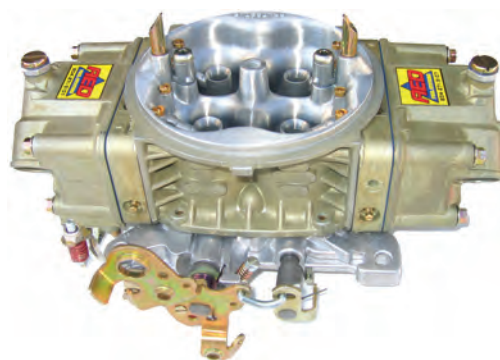
The "Super-Mod" Series Carburetors

The first line of our Custom carbs is the "Super-Mod" Series, which are ideal in situations where major airflow & performance gains are the goal, as is cost effectiveness. These professionally prepped carburetors are thoroughbred contenders at very attractive pricing. The "Super-Mod" Carburetors are custom tailored per application, not off the shelf one fits all. Venturi & Metering sizing are calibrated for Engine Size, RPM Range, & Power Level. With proper sizing of throttle bores & fuel circuits, additional response & power can be achieved within a specified range. All throttle bores are fully CNC ported to achieve maximum airflow for finished diameter. Then all corners are balanced for airflow & proper booster signal. We then "Wet Flow" the completed carburetor for the correct Air/Fuel ratio & fuel delivery curve throughout the usable RPM range. This is a major step in assuring unparalleled Quality Control. "Super-Mod" Carburetors are available for virtually any form of motorsports including **drag**, **roadrace**, **pulling**, and **marine** applications. They come in 750, 850, 950, 1000cfm & Dominator variations for **gas**, **E85**, or **alcohol**. We recommend the "Super-Mod" Series when an "HO Modified" won't fit your special custom needs. Since these are custom carburetors we need complete engine, car, & application specs. Super-Mod carburetors usually require a two week lead time.

Part #	Description
750M2	750 "Super-Mod" Race Carburetor
750M2A	750 "Super-Mod" Alcohol Racing Carburetor
850M2	850 "Super-Mod" Race Carburetor
850M2A	850 "Super-Mod" Alcohol Racing Carburetor
950M2	950 "Super-Mod" HP Race Carburetor
950M2A	950 "Super-Mod" HP Alcohol Racing Carburetor
1000M2	1000 "Super-Mod" HP Race Carburetor
1050M2	1050 "Super-Mod" HP Race Dominator
1050M2A	1050 "Super-Mod" HP Alcohol Dominator
1150M2	1150 "Super-Mod" HP Race Dominator
1150M2A	1150 "Super-Mod" HP Alcohol Dominator

* Options Include Custom Performance Coating

950 "Super-Mod"

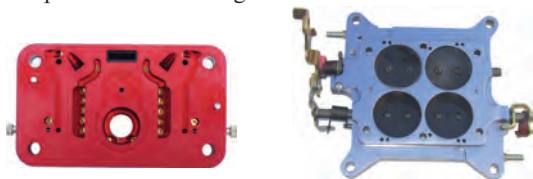


"Pro-Series" Drag Racing Carburetors

Where rules permit and you need the latest in induction technology, this should be your only choice. Our "Pro-Series" feature all new **HP castings**, **New Billet fully adjustable Metering Blocks**, & **Billet Baseplates** for 4150 style carburetors in 2012. These are absolutely the finest castings for Performance Carburetion ever produced! They allow us to achieve extremely high flow rates without sacrificing acceleration or torque. We have achieved over 900 cfm flow rates with relatively small venturi sizing which increases signal strength and fuel atomization. We have found our new Pro-Series to make more Torque and Power over a wider rpm range than anything previously obtainable. Our new Pro-Series is available in a variety of sizes and flow rates. They come with: machined throttle plates and shafts and high flow screws; fully **CNC** machined, centered, and **CNC** ported main body to specified size (1.400"-1.600") based on application; all fuel circuits sized and calibrated per application; **New Custom Machined Boosters increase Power and Torque**; new aluminum bowls with large sight windows; screw in air correctors for all circuits; four corner idle circuits; all throttle bores "**Wet-Flowed**" to balance and correct air-fuel ratios; plus many other features.

We also have our complete line of "**Pro-Series Dominator**" Carburetors available, featuring **New CNC Custom Machined HP Bodies**. Dominators are available in a wide variety of throttle bore and main body sizes. All "Pro-Series" Dominators include totally redesigned fuel circuitry and air flow management. Throttle bores are centered and **CNC** machined to size providing exact tolerances, consistency, and maximum airflow for throttle bore sizing. They also include all other mods such as **New 4 position adjustable throttle linkage**, **custom Billet Boosters**, **Billet fully adjustable Metering Blocks**, screw in air correctors, total signal balancing and flow matching, and all "**WetFlow**" work. All of our "Pro-Series" Carburetors are available in **E-85 & Alcohol** versions, which include custom billet metering & complete alcohol blueprint besides existing Pro-Series features.

Coated 750 "Pro-Series" Alky



Part #	Description
750M3	750 "Pro-Series" HP Race Carburetor
850M3	850 "Pro-Series" HP Race Carburetor
1050M3	1050 "Pro-Series" HP Dominator
1150M3	1150 "Pro-Series" HP Dominator

*** Add "A" Behind Part # for Alcohol

* Options Include Special Performance Coating

"Max-Pro" Drag Racing Carburetors

These are absolutely the finest carburetors we have ever made! We offer our new for 2012 "Max-Pro" series in 4150 and Dominator versions. They provide all the features of our Pro-Series including all new fully **CNC machined and ported HP castings** but with the addition of an intermediate fuel circuit on 4150 carburetors that makes additional torque and power. This is an excellent choice when you need a large 4150 carburetor or can not run a Dominator. It features a 1.600" venturi with a 1.750" machined throttle plate that flows close to 1000 cfm. The "Max-Pro" is designed for larger small blocks or big blocks that make 650hp and above. They are offered with 2 different boosters depending upon application. One is a custom CNC machined annular Billet booster which provides a wider rpm spread and the other is a completely reworked drop leg style. All fuel circuits are totally adjustable for easy tuning. The "Max-Pro" 4150 comes with new fully adjustable **Billet Metering blocks; Billet Bsaepate**; machined throttle plates and shafts and high flow screws contained in 850 sized baseplate; fully **CNC** machined, centered, and ported mainbody, all fuel circuits sized and calibrated per application, screw in air correctors for all circuits; four corner idle circuits; all throttle bores "**Wet-Flowed**" to balance and correct air-fuel ratios; plus many other features.

We also have our complete line of "**Max-Pro**" **Dominator** Carburetors available, featuring **New CNC Custom Machined HP Bodies** & fully adjustable Billet Metering. Our brand new Billet Blocks are infinitely tunable on all circuits including emulsion, power valve, intermediate, high speed, & idle & transition. They are available in a wide variety of throttle bore sizes over 2.00" and are designed for larger engines and higher power levels than our Pro-Series. These are the fastest carburetors we know of at this time! Standard Max-Pro carbs come in throttle bore sizes to 2.190" with venturi sizing available through 1.920". This combination will flow 1370 cfm on our wetflow bench. We can also make special custom Max-Pro's all the way up to 2.500" throttle bores for certain applications. All "Max-Pro" Dominators include totally redesigned fuel circuitry and air flow management. Throttle bores are centered and CNC machined to size providing exacting tolerances, consistency, and maximum airflow and signal strength for throttle bore sizing. They also include all other mods such as **New 4 position adjustable throttle linkage** screw in air correctors, total signal balancing and flow matching, CNC machined **Billet boosters**, new aluminum bowls with large sight glass, complete circuit blueprint on all sub-assemblies, and all "**Wet Flow**" work completed to set proper fuel curve throughout the rpm band. Available for single or dual four applications. Max-Pro Dominators are also available for big inch engines in **Alcohol** and **E-85** versions. These are available for single or multi carburetor applications.



"Max-Pro" 4150

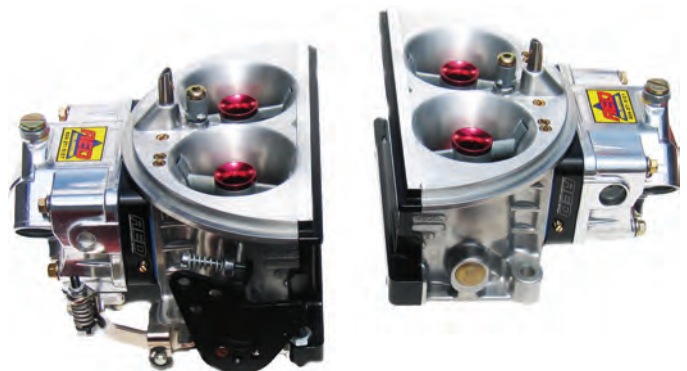


"Max-Pro" Dominator

Part #	Description
MPHP	4150 "Max-Pro" Race Carburetor
MAXPRO	Large Body "Max-Pro" Dominator
MP-A	Large Body "Max-Pro" Alcohol Dominator
MP-E	Large Body "Max-Pro" E-85 Dominator
Options Include Pro-Series Coating	

"Max-Pro" Split Dominators

When you're building that big inch tall deck engine we can provide the perfect answer with our "Max-Pro" Split Dominators. To better center each throttle bore of the carburetor over its corresponding intake runner, splitting the carburetor into 2 sections provides the optimum intake tract alignment. These are totally custom built per application from 2.00" through 2.500" throttle bores. They include new HP mainbody castings or billet bodies (for large bodies) that are fully CNC machined & ported to size; fully adjustable new for 2012 billet metering; billet boosters, external linkage, custom machined throttle plates, aluminum bowls with large sight windows for easy float adjustment, screw in air correctors, reusable gaskets throughout, & stainless vents. All Max-Pro Splits are totally Wet-Flowed to optimize fuel curve & system balance on each throttle bore throughout the rpm range.



"Max-Pro" Split Dominators

Part #	Description
MPS22	Max-Pro Splits to 2.200" Throttle Bore
MPS25	Max-Pro Splits to 2.500" Throttle Bore
* Options Include Performance Coating	

CUSTOM OVAL TRACK CARBURETORS

Custom Oval Track 2-bbl Carburetors

Limited Induction engines require the utmost in fuel management. We offer both a **350** and **500 Eliminator** 2-bbl that meets Nascar specs and will deliver incredible *torque* and *power* over a wide rpm band. These carburetors have a tendency to go very rich at higher engine speeds limiting true rpm potential. We have done extensive "**Wetflow**", Dyno, & Race Track testing, flattening the fuel curve to remedy this situation. We leave no areas to chance & fully blueprint to gauges the complete assembly to provide the best part available. Everything from the body, boosters, metering, & baseplate receives major attention. Throttle shafts are welded, and special machined and weighted float are installed for corner loading. All carburetors are "**Wetflowed**" for balance and proper fuel curve throughout the rpm range. All AED Performance carburetors are test run before shipping. *You can't buy a better 2-bbl.*

For unrestricted applications that require a 2bbl our "**Pro-Series 500**" offers the same features found in our other "**Pro-Series**" Carburetors. Full Porting, Flow, Balance, special boosters, and calibration. We also machine the throttle bores to accept larger 1.75" machined throttle plates and shafts. Fuel circuits are totally reworked for excellent response off the corners with maximum power down the chute. When you need the ultimate power option our new "**Max-Pro 500**" is one killer piece & available with several Fuel Discharge Nozzles per application or rules and is our most powerful Unlimited 500 carburetor. It features a larger 1.540" CNC machined throttle bore with 2 different fuel discharge options with **fully adjustable Billet Metering**. All of our 2-bbl carburetors are available in **gas**, **E-85**, and **alcohol** versions. Call for your specific requirements and rules.



Max-Pro 500

Part #	Description
350-E	350 2-bbl Eliminator Race Carburetor
500-E	500 2-bbl Eliminator Race Carburetor
500M3	500 Pro-Series Oval Track Carburetor
500MP	500 Max-Pro Ultimate Oval Track Carburetor
Options Include E-85, Alcohol, & Performance Coating	

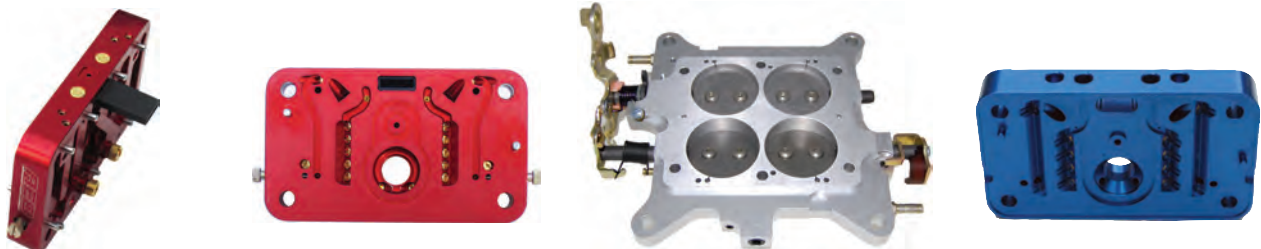
The "Super-Mod" Oval Track Series

Our "**Super-Mod**" Series is ideal in situations where major airflow & performance gains are the goal, as is *cost effectiveness*. These professionally prepped carburetors are thoroughbred contenders at very attractive pricing for oval track & road racing. The "Super-Mod" Carburetors are custom tailored per application. Venturi & Metering sizing is based on Engine Size, RPM Range, & Power Level. With proper sizing of throttle bores & fuel circuits additional response & power can be achieved within a specified range. These are totally blueprinted on every circuit and sub assembly. All corners are balanced for airflow & proper booster signal. We totally "**Wet Flow**" the completed carburetor for correct Air/Fuel ratio & fuel delivery curve throughout the usable RPM range. They come in 650, 750, & 950HP versions for **gas**, **E85**, or **alcohol**. They all include 4-corner idle, welded linkage, dual power valve circuitry, machined floats, custom boosters, conventional baseplates, Billet metering in alky versions, and screw in air bleeds for the 950HP. The 650 and 750 versions use a conventional mainbody for increased acceleration. Allow 2 weeks for build time.

Part #	Description
650N1	650 Super-Mod Oval Track - gas
650N1A	650 Super-Mod Oval Track - alky
750N1	750 Super-Mod Oval Track - gas
750N1A	750 Super-Mod Oval Track - alky
950N1	950HP Super-Mod Oval Track - gas
950N1A	950HP Super-Mod Oval Track - alky
Options Include Performance Coating & Billet Boosters	



950 Alky "Super-Mod"



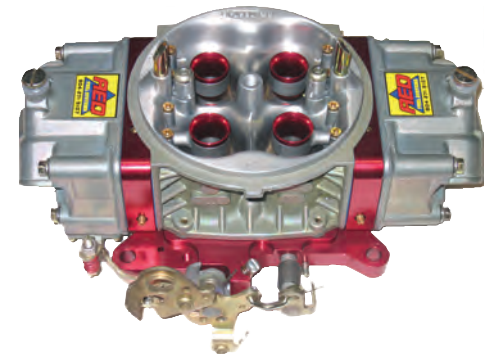
Pro-Series Oval Track Carburetors

In classes where carburetor rules are unrestricted our oval track "Pro-Series" is an excellent choice. Features for 2012 include all new **Billet fully adjustable metering, Billet Baseplates, & HP castings** for 4150 style carburetors. They allow us to achieve extremely high flow rates without sacrificing acceleration or torque. We have achieved over 900 cfm flow rates with relatively small venturi sizing which increases signal strength and fuel atomization. We have found our new Pro-Series to make more Torque and Power over a wider rpm range than anything previously obtainable. Our new Pro-Series is available in a variety of venturi and throttle bore sizes from 650 through 1000 cfm models. Additional standard features include: **New dual adjustable power valve circuitry**; machined throttle plates and shafts with high flow screws; fully **CNC** machined, centered, and **CNC** ported main body to specified size (1.330"-1.600") based on application; all fuel circuits sized and calibrated per application; **Custom Machined Boosters which increase Power and Torque**; screw in air correctors for all circuits; custom machined and weighted floats; four corner idle circuits; all throttle bores "**Wet-Flowed**" to balance and correct air-fuel ratios; plus many other features. Each Pro-Series carburetor is custom built to your specific application.

All of our "Pro-Series" Carburetors are available in **E-85 & Alcohol** versions, which also includes our new dual adjustable power valve circuitry, which greatly enhances driver response and feel at part throttle. Our new alcohol program is absolutely fantastic in all areas of drivability, acceleration, and power. All of our alcohol carburetors include complete alcohol blueprint besides existing Pro-Series features. All AED Performance carburetors are test run & adjusted for baseline tune-up & quality control.



"Pro-Series" 750



"Pro-Series" 850

Part #	Description
750N3	650-825 "Pro-Series" HP Race Carburetor - gas
850N3	825 & Up "Pro-Series" HP Race Carburetor - gas
750N3A	650-825 "Pro-Series" HP Race Carburetor - alky
850N3A	825 & Up "Pro-Series" HP Race Carburetor - alky
Options Include Performance Coating & Custom Boosters	

New "Eradicator" Oval Track Series

For the absolute Ultimate in oval track performance in 2012 is the introduction of our new "**Eradicator**" series. They are based on the AED Pro-Series, offering the exact same features but include an additional **Intermediate Fuel Circuit** on all gasoline models, **Billet Pro-Series metering, Billet Pro-Series baseplates** and our new adjustable **Dual Power Valve** circuitry. They are based on 750HP castings in either 750 or 850 fully machined sized baseplates and are available in **gas** or **alcohol** versions. The "Eradicators" are fully CNC ported featuring a 1.425" venturi and are totally "**Wet-Flowed**". True airflow rates are between 850 to 900 cfm with relatively small venturi sizing which increases response and acceleration. We have also spent considerable time on the engine and chassis dyno's perfecting drivability at lower speeds and part throttle. This translates into giving the driver much better throttle control and feel on corner exit. These carbs are designed for small blocks making 600 horsepower and up. We feel these are absolutely the finest carburetors offered for the serious circle track racer.

We are also producing a new "**Eradicator**" for big inch small blocks or big blocks featuring a large body HP casting with a 1.600" venturi size. It has all the same features as the small block carbs but uses the 850 sized baseplate and includes a choice of boosters depending on application. Standard is our custom CNC Billet Annular booster for gas, but in some narrow power band situations we use a custom machined drop leg booster. All carburetors are "**Wet-Flowed**" to dial in the fuel curve and test run for Quality control. Let us help put you in the winners circle today. Allow roughly 2 weeks lead time for shipping.

Part #	Description
750PS1	Eradicator 750HP with 750 Baseplate - gas
750PS1A	Eradicator 750HP with 750 Baseplate - alky
750PS2	Eradicator 750HP with 850 Baseplate - gas
750PS2A	Eradicator 750HP with 850 Baseplate - alky
850PS1	Eradicator Large HP with 850 Baseplate - gas
850PS1A	Eradicator Large HP with 850 Baseplate - alky
Options Include Billet Baseplates & Boosters	



850 "Eradicator"

Crate Engine Oval Track Carburetors



With the advent of many new crate engines used for racing, most popular are the GM 602 and 604, we have developed 2 new carburetors. One a 650HP and the other a 750HP. Many tracks require one of the 2 carbs in stock sizing and appearance. We spent many hours on the engine and chassis dyno working out this combination. We start with new castings & fully machine the bodies for gasket sealing. These are totally blueprinted for sizing on all throttle bores. Boosters are blueprinted for maximum signal strength, centered, & fixture installed. All Fuel circuits including accelerator pump & metering blocks are sized & calibrated for maximum acceleration and power. We also make all circuits adjustable for easy tuning. We use special custom machined weighted floats for corner loading fuel control. After final assembly all carburetors are "Wetflowed" & fuel curve set. We leave nothing to chance providing rigid Quality Control procedures throughout the machining and assembly process. All AED Carburetors are test run before shipping. We recommend the 650HP for the 602 crate engine in all applications. For the 604 engine we recommend the 750HP version for larger tracks or when the rpm band is fairly narrow. With a short track when the rpm range varies more than 2400 from minimum to maximum the 650HP is a better choice. These our custom built so we can make changes depending on specific rule requirements.

In many classes there's no specific rules on carburetor selection & type of components used. For the unlimited rules folks we offer a special series of the Crate Engine carburetors with billet baseplates, & in some cases billet annular boosters. They include billet metering blocks that are fully adjustable for all circuits, including emulsion for unlimited tuning capabilities. We feel this is your best choice for additional acceleration, drivability & power for your crate engine. Please call our tech department for application specifics involving proper selection for your oval track crate engine.



750 "Crate - Billet"

Part #	Description
650CR	650HP Crate Engine Oval Track Carburetor
750CR	750HP Crate Engine Oval Track Carburetor
B650CR	650HP Billet Crate Engine Oval Carburetor
B750CR	750HP Billet Crate Engine Oval Carburetor
Options Include Boosters & Performance Coating	

ALCOHOL PREPERATION

We offer Alcohol carburetors to the same exacting specs & performance levels as the rest of AED components. Alcohol requires over 2 times the volume of fuel as gasoline to make maximum power so its easy to see the problems encountered when running it. Fuel circuitry sizing & calibration require totally different configuration and custom made components. We have made major inroads in fuel management due to our "Computerized Wet-Flowbench". This has given us insight into real world fuel dynamics as opposed to principles of physics. This has enabled us to tailor & establish consistent fuel curves & solve excessive fuel metering demands. All Alcohol carburetors are wet flowed on each throttle bore. The bottom line is we have taken the guess work out of alcohol preparation and can provide you with a carburetor or complete fuel system that will make **added power more consistently with greater driveability!** All AED Alky carburetors include our special "CNC" Billet Metering Blocks. Our exclusive Adjustable "Dual Power Valve Circuitry" is designed for increased Drivability and corner exit response. It's comes standard on all Pro-Series & new "Eradicator" series alcohol carburetors. Alcohol carburetors are offered in several stages of modification, check carburetor sections for listings. Listed are just some of the alcohol carburetors available for Drag Racing & Oval Track. We also make all forms of racing carburetors in E-85, which is similar in many respects to alcohol. Pricing is usually similar to alcohol versions. **AED Alky Carburetors are Very Fast, Drivable, and Very Consistant!**

Alcohol Pumps & Jets

Alcohol has many distinct advantages over gasoline such as additional power potential, extra cooling, and more consistent ET's. The disadvantage is fuel volume is roughly double that of gasoline. It takes roughly 1 lb. of alcohol to make 1 horsepower. Because of this law of physics fuel demand is exceptionally high and requires hi-flow pumps. The best choice is our billet lightweight (2.5 lb) belt driven pump that **requires no bypass** and is designed for high HP applications. Fuel pressure adjustment is made easily right on the pump with a screwdriver. We offer complete kits with all brackets, drive setup, pulleys, and belt. We also have Alcohol Jets (5/16" thread) in sizes from .080" through .220".

Part #	Description
7800	Belt Driven Billet Alcohol Fuel Pump
7801	SB Chevy Complete Kit w/ Pump and Drive
7802	BB Chevy Complete Kit w/ Pump and Drive
6019-***	Holley Alcohol Jets 5/16" Thread Size (each)
*** Add Hole Size Behind Jet Part # (Ex: 6019-136) is .136" Jet	



BILLET COMPONENTS & ACCESSORIES

Linkage & Spring Brackets



Our multipurpose combination linkage and return spring brackets are the perfect answer for cleaning up your engine compartment and adding that great looking anodized billet look with real functionality. The Linkage plates are CNC machined from 6061 billet aluminum. They are now available in **Black (for 2012), purple, red, blue, or clear** anodized for longevity and appearance. They are legal for all sanctioning bodies for carburetor linkage spring retention and include all hardware for easy installation. You don't need to search for any additional parts, everything is included. These are must for any cable type throttle linkage using regular Holley or Dominator carburetors. We now offer a stainless steel braided throttle cable with universal pedal mounts that even works with stock or aftermarket pedals. Use our Morse cable linkage plates for use with the Stainless cable (6602 & 6607). All Linkage Brackets come skin packaged in multi-color layout for display. Stainless cable pictured below with 6602R Linkage Bracket. Regular part number with no suffix is purple, "R" for red, "B" for blue, and "C" for clear anodized.



Part #	Description
6600	4150 Chevy Throttle & Spring Bracket
6601	4150 Ford Cable Throttle & Spring Bracket
6602	4150 Morse Cable Throttle & Spring Bracket
6605	Dominator Chevy Throttle & Spring Bracket
6606	Dominator Ford Throttle & Spring Bracket
6607	Dominator Morse Cable Throttle & Spring Bracket
6613	Chevy A/T Passing Gear Bracket for (6600)
6618	Stainless Throttle Cable Assembly (use 6602 - 6607)

Add an "R" behind # for Red, "C" for Clear, "B" for Blue, "BK" for black

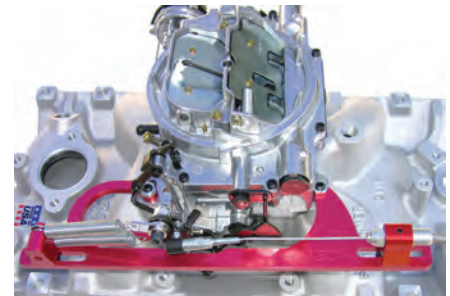
Edelbrock Linkage Brackets

Do to the great success of our "Linkage & Spring" brackets for Holley & AED carburetors we now have new brackets for Edelbrock & Carter AFB style carburetors. Our new multipurpose combination linkage and return spring brackets are the perfect answer for cleaning up your engine compartment and adding that great looking anodized billet look. Our Linkage plates are machined from 6061 billet in purple, red, blue, or clear anodized for longevity and appearance. All hardware for easy installation included. These are must for any factory cable type throttle linkage. We also offer a Transmission Passing Gear Bracket for GM cars (6613) that bolts to existing #6700 brackets in 4 finishes.

Check out our new Stainless Universal Throttle cable that fits standard & aftermarket pedals. Includes all hookups & billet adjusters. The picture doesn't even do it justice. The Universal Throttle Cable works with our Morse Cable Linkage Brackets (6702). Regular part number with no suffix is purple, "R" for red, "B" for blue, "C" for clear anodized, & new this year is "BK" for black.

Part #	Description
6700	Chevy Edelbrock - Carter - Linkage & Spring Bracket
6701	Ford Edelbrock - Carter - Linkage & Spring Bracket
6702	Morse Cable Edelbrock - Carter - Linkage & Spring Bracket
6618	Universal Stainless Braided Throttle Cable for 6702 & 6702R

*Add "R" behind part # for Red, "C" for Clear, "B" for Blue, "BK" for Black



NOS Solenoid Brackets

For people who really care about engine compartment appearance we offer Billet Nitrous Solenoid brackets to fit your existing solenoids. You can even bend your existing NOS lines to work with our brackets. Unlike other brackets they provide a clean way to mount the solenoids without having to cut or modify anything. They can also be mounted several different ways and can be bent in multiple angles for the perfect fit. The brackets are made from 3000 series moldable Billet & red anodized for appearance.

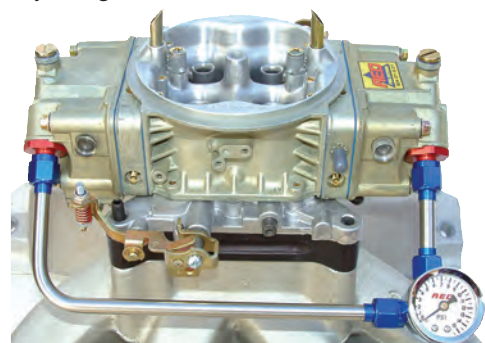
Part #	Description
6082	Red Anodized Billet Nitrous Solenoid Brackets (pr.)



Stainless Line Kits

Our new Stainless line kits are for all those folks that have bought the pot metal imports that leak or break. These are quality **304 polished stainless steel** machined in-house coupled with anodized AN bowl fittings and couplers. They look great, won't leak, and include all the fittings and gaskets. They have a female 1/8" NPT for adding any AED Fuel Pressure Gauges. The line terminates with a male #6 AN. We have an adapter listed if you want to run to a conventional hose like rubber instead of braided to the line kit.

Part #	Description
60945	Polished Stainless Carburetor Line Kit (4150)
60946	Polished Stainless Carburetor Line Kit (4160)
60949	#6 Fitting to Convert Braided Line to Regular Hose
* Fitting for use with AED Fuel Pressure Gauge Included	

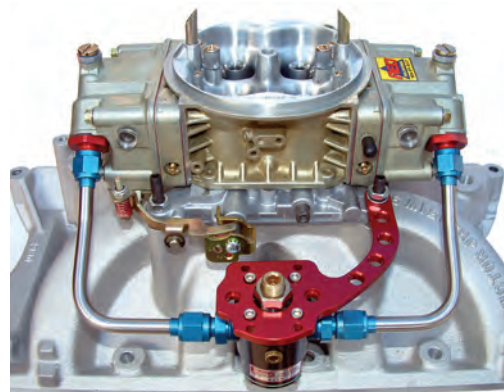


Regulator Bracket & Line Kits

Regulators need to be mounted as close as possible to the carburetor to counter the effects of G-Forces stalling fuel in the lines. We have solved this problem with a really trick universal Billet Regulator Bracket. It's CNC machined from 6061 Billet aluminum and either red or blue anodized to match your braided fittings. The regulator bracket is unique because it will mount Holley, Mallory, Aeromotive, and Magnaflow regulators with just one bracket. We designed the bracket to clear valve covers on all open single plane manifolds and will work with many dual planes, some with a spacer. We have also make a quality braided line kit with fuel pressure fitting for Holley and Mallory regulators.

For that real professional look we produce a **polished stainless hard line kit** for selected regulators that's stunning. They include all fittings with provisions for our regular or liquid filled pressure gauges (6100 & 6101). The Polished Stainless Line kits are made from polished 3/8" 304 stainless tubing and quality AN aircraft fittings for an exact leakproof fit that will look great for years. All line kits listed below are for 4150 series carbs (double pumpers) except those 2 listed for Dominators. They can be used with our without our Regulator Brackets. When you compare the *benefits*, *quality*, and *price* you will see the "AED Advantage".

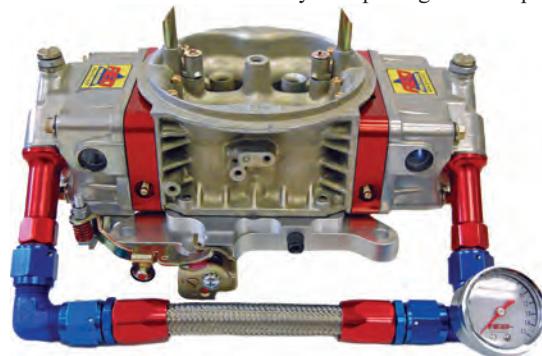
Part #	Description
6092	Billet Red Anodized Regulator Bracket
6093	Billet Blue Anodized Regulator Bracket
6094	Braided Line Kit for Regulator Plate (Mallory & Holley)
60941	Polished Stainless Line Kit for Holley Regulator Plate
60942	Polished Stainless Line Kit for Mallory Regulator Plate
60943	Polished Stainless Line Kit for Aeromotive Regulator Plate
60944	Polished Stainless Line Kit for Magnaflow Regulator Plate
60939	Dominator Polished Stainless Line Kit for Magnafuel Regulator
60940	Dominator Polished Stainless Line Kit for Holley Regulator



AED Braided Fuel Lines

We make custom fuel line kits to fit Holley dual feed carburetors in #6 and #8 line. They are made from absolutely the finest quality line with red and blue anodized aircraft fittings, and come fully assembled including bowl fittings. Our line kits are also available with or without mounted **AED fuel pressure gauges that are Wet-Flow tested for accuracy in 2012**. Now you can be sure of proper fuel pressure settings. There is an 1/8" NPT female gauge port on all kits for use with regular or remote mount. All braided line kits come attractively skin packaged for display. These kits feature some incredible vibrant color anodizing that's show quality!

Part #	Description
6095	Holley #6 Braided Fuel Line
6096	Holley #6 Braided Line with Gauge
6097	Holley #8 Braided Fuel Line
6098	Holley #8 Braided Line with Gauge
6099	Holley Dominator #8 Braided Line
6099A	Holley Dominator #8 Line with Gauge
60995	Holley Vacuum Sec. #6 Line Kit (4160)



Billet Metering Blocks



For 2012 we offer a new lineup of Billet CNC Metering Blocks to provide the ultimate in fuel curve tuning & adjustability. Our series for 2012 is the culmination of countless hours of testing to raise the bar in fuel management. We have standard billet blocks with fixed orifice sizing for all emulsion circuits. Idle - transition fuel & power valve restriction channels are adjustable. Our standard blocks come with a great baseline tune-up right out of the box. **"Pro-Series"** blocks feature totally tuneable screw-in replaceable restrictors in all circuits. They feature a special length circuit with 5 separate emulsion bleeds. For the serious tuner trying to fully maximize your combination these are a must! Billet blocks are available in 2 & 3 circuits with gas or alcohol. All Billet Metering Blocks are machined from billet 6061 stock & anodized for appearance & protection. We can provide custom Bleed Kits for tuning your Billet blocks. Alcohol blocks use a 5/16 (larger thread) than gas jets.

Part #	Description
6580	CNC Billet Metering Block (Gas 4150 Complete)
6580A	Pro-Series Billet CNC Metering Block (Gas 4150 Complete)
6581	CNC Billet Metering Block (Alky 4150 Complete)
6581A	Pro-Series CNC Billet Metering Block (Alky 4150 Complete)
6582A	Pro-Series CNC Dominator Metering Block (Gas 3-Circuit Complete)
6585A	Pro-Series CNC Dominator Metering Block (Alky 2-Circuit Complete)
Custom Tuning Kits Available for "Pro-Series" Metering Blocks	
* Metering Blocks do not include jets - power valve * Alky jets are 5/16 thread	



Billet Baseplates

We offer multiple add-ons & enhancements for your existing or AED fuel system. Our new billet baseplates are CNC machined with or without vacuum ports & offer added performance & durability. Our Billet Baseplates are made from 6061 Alloy & machined to exacting tolerances to provide a perfect fit. They are available from bare to our custom "Pro-Series" with machined shafts, thinned throttle plates, & hi-flow screws. Add an "A" behind part # for Pro-Series. Add "C" behind part # for complete standard shafts & plates. These are must for severe duty applications. Clear anodized for appearance & protection.

6500	CNC Billet Baseplate 650-800 (bare)
6501	CNC Billet Baseplate 850-1000 (bare)
6505	CNC Billet Baseplate 650-800 (bare) w/ Vacuum Ports
6506	CNC Billet Baseplate 850-1000 (bare) w/ Vacuum Ports
Add "A" behind part number for "Pro-Series" complete baseplate	
Add "C" behind part number for complete standard baseplate	



Adjustable AED "Jet Plates"

Now you can tune your vacuum secondary carburetor without buying multiple jet plates. Just remove the bowl & change jets like a conventional metering block. The advantage is you can use all your existing components like fuel lines and bowl screws & not increase the length of your carburetor. Great for multiple carb applications where carb length is a problem. Our "Jet Plates" are machined from 6061 Billet & anodized for appearance & longevity. We offer 2 kits, 1 for side hung float bowls (like 600's) that come complete with all components plus special nitrophyl float. The second kit fits all center hung float bowls (like 3310) & includes all components needed.

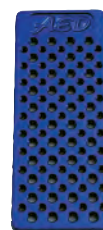
6320	Jet Plate Kit for Side Pivot Single Feed Bowl
6330	Jet Plate Kit for Center Pivot Dual Feed Bowl



Billet Jet-Chip-Air Bleed Holders

Check out these great combination plates 1) **"Anodized Billet Jet and Module Plate"** and 2) **"Anodized Billet Jet and Air Bleed Plate"**. Now you can have one location to keep all your carburetor jets, MSD retard or RPM chips, and air bleeds. Use the front side for jets and the back for chips or bleeds. All plates are made from 6061 Billet and are anodized for appearance and corrosion resistance. Components are skin packaged in multi-color layout for display.

6025	Billet Jet Plate and MSD Chip Holder Combination
6027	Billet Jet Plate and Air Bleed Holder Combination



NOS Activation Switches

We offer 2 different **Billet Nitrous Activation** switches & brackets. They mount easily to the passenger side of the carburetor offering a secure environment to activate your nitrous system at wide-open-throttle. We use a **special Microswitch that has 3-poles** so you can also use the additional pole for timing retard or another function that you want activated at WOT. One fits all 4150 Holley carburetors & one fits all Dominators reducing your inventory. They are machined from 6061 Billet, red anodized, & include all the components for a quick easy installation. A must for any nitrous system!

Part #	Description
6086	Billet 4150 Nitrous WOT Activation Switch & Bracket
6087	Billet Dominator Nitrous WOT Activation Switch & Bracket



Jet Pack and Plate

We offer premium quality **Holley** jets installed in a billet aluminum jet plate in several configurations at a great price. Kits are available with ten different jet sizes in quantities of (4) or (8) jets per actual jet size. (40) or (80) jets are installed in each plate and are skin packaged.

Part #	Description
6011	Holley #60-69 Jets and Plate (4 each)
6012	Holley #70-79 Jets and Plate (4 each)
6013	Holley #80-89 Jets and Plate (4 each)
6014	Holley #90-99 Jets and Plate (4 each)
6015	Holley #60-69 Jets and Plate (8 each)
6016	Holley #70-79 Jets and Plate (8 each)
6017	Holley #80-89 Jets and Plate (8 each)
6018	Holley #90-99 Jets and Plate (8 each)



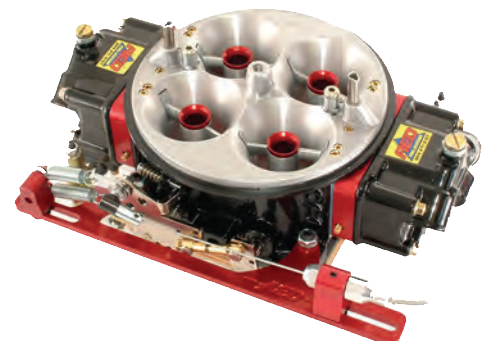
Jet Plate, Tool, and Box

This Kit is perfect for the racer to keep all jet changing needs in one box. This kit consists of (1) blue anodized billet aluminum jet storage plate; (2) a red anodized billet aluminum jet tool with a machined steel end that surrounds and centers the jet for easy removal and installation with no chance of jet damage; (3) a snap-shut heavy duty plastic storage box to keep everything in one convenient place. Combine this Tool Set with one of AED's jet assortments for the ultimate in organization and quality.

Part #	Description
6020	AED Jet Plate, Tool, and Box
6030	AED Billet Jet Plate
6050	AED Jet Tool



AED "Dealer Display"



FUEL SYSTEM ACCESSORIES

Ultimate Performance Carburetor Kits

These are absolutely the finest Carburetor Kits available anywhere at any price! We have combined every possible add-on feature and incorporated them into each kit to give you long and improved performance from your AED or Holley Carburetor. **All kits include our new Blue Non-Stick Bowl and Metering Block Gaskets!** We finally have gaskets that we feel are the best in the industry! It Takes only five AED Carburetor Kits to cover virtually all Holley performance carburetors, which greatly reduces inventory and makes kit matching extremely easy. Our 4160 kit also includes all components to rebuild the new “Avenger” series carburetors. You can not buy a better carburetor kit! Give us a try, we promise you won’t be disappointed with the results. All Kits are attractively skin packaged in multi-color layout for a great point of purchase display. *Kits are for adjustable needle & seats.* If you need the non adjustable needle & seats they are listed separately. Listed are just some of the standard features that set our kits apart from the competition:

- ◆ **Standard are high-flow .110” needle and seats.**
- ◆ **Nylon reusable needle and seat gaskets.**
- ◆ **Nylon reusable bowl screw gaskets.**
- ◆ **New brass idle mixture screws.**
- ◆ **New needle and seat nuts and screws**
- ◆ **New accelerator pump squirter check valves.**
- ◆ **Special no-leak fuel inlet gaskets.**
- ◆ **Trick vacuum secondary diaphragms (4160 kit).**
- ◆ **Only the highest quality components made.**



Part #	Description
2300	350-500 Holley 2-Barrel Kit
2300A	350-500 Alcohol 2-Barrel Kit
4150	390-1000 Holley Double Pumper Kit
4150A	390-1000 Alcohol Double Pumper Kit
4160	600-950 Holley Vacuum Secondary Kit
4165	650-800 Holley Spread-Bore Double Pumper Kit
4175	650-600 Holley Spread-Bore Vacuum Secondary Kit
4500	750-1250 Holley Dominator Kit
4500A	750-1250 Alcohol Dominator Kit w/.150” Needle & Seat



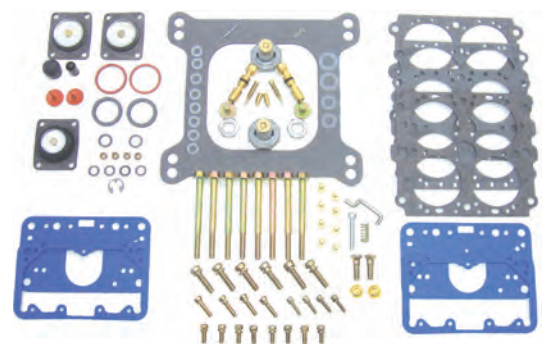
*** 4150 Alcohol kits include .130” needle & seats, high-flow power valves, and special alcohol components

Pro-Series Carburetor Kits

When you want to fully restore your AED or Holley Carburetor to it’s original look and quality the “Pro-Series” carburetor kits are the answer. They include all the great components of our famous “Ultimate Performance Carburetor Kits” plus the additional hardware that corrodes, wears out, and plain just looks miserable over time. **You can not buy a better carburetor kit than our Pro-Series!** Listed are some of the special features included:

- ◆ **The original “Ultimate Performance Carburetor Kit”**
- ◆ **New bowl screws and pump nozzle screws.**
- ◆ **New pump cover and throttle plate screws.**
- ◆ **Needle and seat nuts and screws.**
- ◆ **Baseplate screws and idle mixture screws.**
- ◆ **Idle speed position screw and idle speed spring.**
- ◆ **Sight plug screws and secondary connecting link.**
- ◆ **Miscellaneous clips, pins, and hardware.**

Part #	Description
23001	350-500 Holley Pro-Series Kit
41501	390-950 Holley Double Pumper Pro-Series Kit
41601	600-950 Holley Vacuum Pro-Series Kit
45001	750-1250 Dominator Pro-Series Kit



FUEL SYSTEM ACCESSORIES

Carter & Edelbrock Carburetor Kits

The AED # 4190 includes all the components to successfully rebuild and restore your Carter 9000 series and Edelbrock Performer series carburetors to their original condition. We make the rebuilding process easy and convenient by including all the gaskets, needle and seats, clips and accessories, accelerator pump, and instructions in one complete kit. Now you can buy one kit to service either of these fine carburetors. In many cases float replacement (2) is required to achieve maximum performance. Kits come skin packaged in multi-colored layout for display.

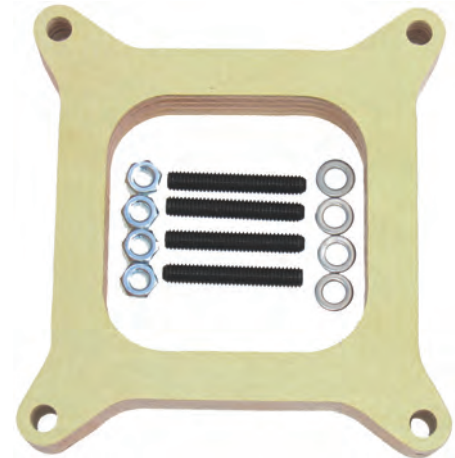
Part #	Description
4190	Carter 9000 & Edelbrock Performer Carburetor Kit
5382	Carter & Edelbrock Float (each)
5338	Carter & Edelbrock Accelerator Pump Assembly



Birchwood Carb Spacers & Stud Kits

AED Carburetor Spacers offer many distinct advantages that are worth mentioning. Besides traditional tuning changes in plenum volume which can improve torque and power output, **Birchwood is a great thermal barrier**. By keeping fuel bowls cool you get a noticeable increase in fuel density, resulting in a better charge available for combustion. We have seen results on the dyno of up to 20 horsepower. We originally designed these spacers for racing but soon found out the benefits on street cars by eliminating hot soak and vapor lock problems associated with high underhood temperatures. Today's fuels have significantly lower boiling points compounding these problems especially with aluminum manifolds. AED Birchwood Spacers are available in 1/2" and 1" heights for different configurations. They are coated with a special sealer to promote sealing and give a great look. We also have Carburetor Stud Kits for the ultimate in carburetor retention. These grade 8 black oxidized allen head studs make installation a snap. Kits come complete with studs, AN washers, and jam nuts.

Part #	Description
6150	Birchwood Spacer Standard Holley 1/2"
6155	Birchwood Spacer Q-Jet 1/2"
6160	Birchwood Spacer 4500 Open Center 1/2"
6165	Birchwood Spacer 4500 4-Hole 1/2"
6170	Birchwood Spacer Standard Holley 1"
6171	Birchwood Spacer 4500 Open Center 1"
6172	Birchwood Spacer 4500 4-Hole 1"
6173	Birchwood Spacer Q-Jet 1"
6110	Allen Head Carburetor Stud Kit 1.5"
6120	Allen Head Carb Stud Kit 2" for 1/2" Spacers
6125	Allen Head Carb Stud Kit 2.5" for 1" Spacers



AED Fuel Pressure Gauges



For 2012 we have built a "Fluid Flowbench" for gauge pressure testing. We were shocked after testing not only our gauges, but competitors units to find pressure readings that varied by as much as 40% between similar models. Not only have we changed gauge manufacturers, but **every single AED gauge is checked to stringent standards to provide only the finest in accuracy & quality at very competitive pricing!** We provide both conventional & **Liquid Filled** gauges that offer additional shock resistance and optional pressure readings all the way to 30 psi. All gauges are 1.5" in diameter, chrome plated stainless steel, shock resistant, and can also be mounted on AED Fuel Lines. Gauges feature an 1/8" NPT male fitting and our attractively skin packaged for display.

Part #	Description
6100	0-15 psi Screw In Pressure Gauge
6101	0-15 psi Screw In Liquid Filled Gauge
6102	0-30 psi Screw In Pressure Gauge
6103	0-30 psi Screw In Liquid Filled Gauge



New Pressure Tested Gauges

Pro Fuel Logs



Fuel logs are a great way to keep a supply of pressurized fuel close to the carburetor, especially in high demand applications like high horsepower engines running gas or alcohol. Our **new for 2012 Fuel Logs** are machined from 6061 Billet Aluminum & are fully adjustable for virtually any carburetor with a 7/8" x 20 thread. Which means they fit everything from a 4150-4160 dual feed to Dominator carburetors. One part number does it all! Features include a #8 male fuel inlet with 1/8" NPT gauge port & 3/8" NPT fuel return port so they will work for any style fuel system with or without return. The new AED Performance Fuel Log is a bright red anodized for appearance & corrosion protection. Available with & without a 0-15 psi fuel pressure gauge that has been tested & calibrated for accuracy!

Part #	Description
6255	Adjustable Billet Fuel Log for 4150-4500
6256	Adjustable Billet Fuel Log for 4150-4500 w/Gauge



Pro-Series Tire Pressure Gauge



One of our new products for 2012 is a 4" steel bodied 0-15 psi **tire pressure gauge**. It is an incredible bargain at about 1/2 the price of comparable gauges with more features. Our Pro-Series gauge has a special **rubber protective shield** for long life, beautiful easy to read **Huge 4"** gauge face with AED logo, read in the **dark luminescent face**, is extremely accurate, & comes with a long flexible air chuck with pressure relief. These are an incredible Value!!!

Part #	Description
9005	Pro-Series 0-15lb. 4" Tire Pressure Gauge



AED Jet Boxes

We have two different kits designed to meet all your jetting needs. These two kits contain (18) pairs of jets in a numbered reusable poly box for storage. That's a total of 36 jets at a great price. All jets are Holley original for precise metering.

Part #	Description
6000	AED Jet Box (64-81) Jets, 2 each
6010	AED Jet Box (82-99) Jets, 2 each



Counterman's Small Parts Kit

This kit contains all those hard to find carburetor small parts that people always look for. Kit contains everything from nuts, bolts, and screws to gaskets, clips, pins, hardware and much more. All these components come in a see through reusable box with over 300 parts included. **No shop or parts store should be without one.** Individual components may be ordered separately to restock inventory.

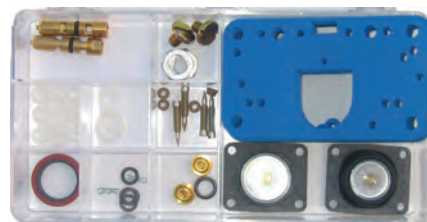
Part #	Description
6109	Counterman's Small Parts Kit



Carburetor Track Kit

Every racer needs this handy track kit in their toolbox for those hard to find parts you're needing for tuning changes or part replacement. All components come in a reusable compartmentalized box. Each kit comes with:

- 1) **Two Needle and Seats**
- 2) **Two Needle and Seat Nuts, Screws, and Gaskets**
- 3) **Eighteen Reusable Bowl Screw Gaskets**
- 4) **Four Idle Mixture Screws and Gaskets**
- 5) **Fuel Bowl Inlet and Power Valve Gaskets**
- 6) **Accelerator Pump Squirter Gaskets**
- 7) **Two Sight Plugs and Gaskets**
- 8) **30cc and 50cc Pump Diaphragms**
- 9) **C-Clips, Cotter Pins, and O-Rings**
- 10) **Four Bowl and Metering Block Gaskets**



Part #	Description
6052	Holley Carburetor Track Kit

Rear Jet Extension Kit

Virtually all single carbureted drag cars need rear jet extensions. During acceleration and high g-forces, fuel is pushed to the rear-most portion of the float bowl, uncovering the jets and creating a lean condition, which reduces performance. We offer a bored stainless steel extensions have a special half-moon shape that assures plenty of fuel volume and clears the stock floats. Kit includes jet extensions, reusable gaskets, and reusable nylon bowl screw gaskets. Our best kit features a machined custom weighted float with custom brass jet extensions that gives you maximum float drop for high fuel demand applications. Installation is a snap with just dropping the jet through the extension & tightening it up.

Part #	Description
5895	Rear Stainless Jet Extension Kit
5896	Machined Float & Custom Jet Extensions



Pro Tunnel-Ram Linkage Kits

These are absolutely the finest linkage kits available for sideways carburetor mounting. All kits use aircraft quality components, including left and right hand Heim Joints for precise metering of opening and closing rates. There is virtually no flexing which translates into reduced pedal pressure and eliminates overcenter problems. All kits come complete with instructions and will work with virtually any carburetor and manifold combination.

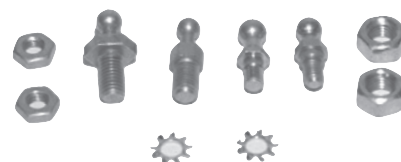
Part #	Description
7000	Pro Tunnel-Ram Linkage Kit SB Chevy
7100	Pro Tunnel-Ram Linkage Kit BB Chevy
7150	Pro Tunnel-Ram Linkage Kit 351 Cleveland
7200	Pro Tunnel-Ram Linkage Kit BB Mopar
7250	Pro Tunnel-Ram Universal Top Linkage



Throttle Ball Assortment

This handy little kit has many different size throttle balls, nuts, and washers to fit just about any carburetor linkage setup. They should be in everyones tool box. Skin packaged for display.

Part #	Description
5425	Universal Throttle Ball Assortment Kit



Dual Throttle Return Spring Kit

This kit not only offers a positive, safe closing of your carbs throttle linkage but also maintains the correct geometry to prevent premature shaft and throttle plate wear. Many sanctions require dual throttle springs and this kit fits the bill on all Holley 4150 and 4160 series 4-barrel carburetors. Kit comes completely hand polished and chrome plated for an attractive appearance and includes all brackets, springs, and hardware.

Part #	Description
5180	Dual Throttle Return Spring Kit



1 to 1 Throttle Linkage

Ideal for situations when you need smooth transitioning in throttle opening such as circle track or road racing applications. Kit comes with drill bit linkage and hardware. No removing throttle shafts or baseplate. Installation only takes a couple of minutes.

Part #	Description
6477	1 to 1 Throttle Linkage Kit



NOS Bottle Gauge & Fitting

We saw a need for a quality Nitrous gauge that could be attached directly to your NOS bottle. Our new kit features a 0-1500lb gauge that inserts into our billet AN bottle connector. You simply install the fitting on your #4 or #6 bottle outlet fitting. Monitoring bottle pressure is a must for safe & maximum nitrous performance. **Kit comes attractively skin packaged at a price you can't beat.**

Part #	Description
6105	NOS Bottle Fitting w/ 1500lb. Gauge (#4 line)
6106	NOS Bottle Fitting w/ 1500lb. Gauge (#6 line)



Fuel Bowl Fittings

We offer four different popular fuel bowl fittings for different Holley bowl designs. For the cathedral or center pivot race bowls we offer #6 and #8 AN anodized and machined bowl fittings for braided fuel line. For Holley 600 or side pivot style bowls we provide a straight outlet and a banjo style fitting that swivels 360 degrees for extra air cleaner clearance. Both of these fittings accept 3/8 push on fuel line.

Part #	Description
5426	Straight Bowl Fitting 600 Style Bowl
5427	Banjo Bowl Fitting 600 Style Bowl
6090	#6 AN Fitting Center Pivot Bowl (pair)
6091	#8 AN Fitting Center Pivot Bowl (pair)



Power Valve Saver Kit

Even as good as a Holley carburetor is there is one small menace to their dependability, the dreaded blown power valve. This problem is easily remedied with our Power Valve Saver kit which protects the power valve vacuum channel against elevated manifold pressure. All hardware is included with instructions for easy installation.

Part #	Description
7890	Power Valve Saver Kit



See Through Bowl Sight Plugs

Made of clear acrylic material for keeping an eye on float levels without having to remove the sight plugs. Makes setting float level safe, quick, and easy. Packaged two per card with sealing o-rings.

Part #	Description
5170	Clear View Sight Plugs (pr.)



AED Weather Station

The AED Weather Station system was developed to provide racers, both drag race and circle track, with an accurate and easy to use means of evaluating changing weather conditions and their effect on performance. This system corrects for jetting, ET, MPH, HP, and provides information on gear ratios, compression, and many other factors including setup for circle track cars. This easy to use system comes complete with case, internal barometer, humidity and temperature gauges plus state of the art computer.

Part #	Description
9000	Professional Weather Station - Drag Race
9001	Professional Weather Station - Circle Track



Accelerator Pump Kits

In many situations drag cars require additional pump shot to cover a lean stumble condition from a tight converter, large camshaft, excessive intake plenum volume, or low vacuum conditions. The best fix is to install a 50cc pump assembly. Our complete kit includes pump housing and screws, spring, pump cam and screw, diaphragm, and complete pump arm assembly.

Part #	Description
5565	50cc Complete Accelerator Pump Kit
5570	30cc Complete Accelerator Pump Kit



Float Bowls



We offer Holley performance fuel bowls in the center pivot design for high performance fuel handling. They are available bare or complete with brass float, high-flow needle & seat, sight plug, 30cc pump assembly, & adjusted ready to go. Add an **A** to end of part number for complete Bowls. Use **S** behind part # for new Aluminum Bowls with large Sight Window for easy float setting.

Part #	Description
5364	Primary Center Pivot Float Bowl
5365	Secondary Center Pivot Bowl (double pump)
5366	Secondary Center Pivot Bowl (vacuum sec.)
5367	Dominator Bowl - Primary & Secondary
* Add "A" Behind Part for Complete Bowl Assembly	
* Add "S" Behind Part for Aluminum Bowl w/ Sight Glass	



Vacuum Secondary Tuning Kits

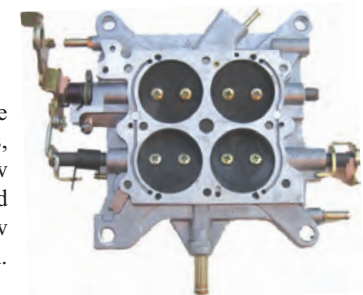
Vacuum secondary carburetors are designed for universal installation on various engine sizes and power levels. In turn great improvements can be made by tailoring the secondary opening rate to specific engine combinations. We have seen as much as 35 ft.-lbs. of torque increase on a 355 CID engine when combined with our machined throttle plates and hi-flow screws. We offer a complete spring kit and a kit that contains a spring kit plus a quick change removable vacuum housing that facilitates thirty second spring changes. For your vacuum secondary carburetor check page 12 for our **Billet Adjustable Jet Plates** for easy tuning.

Part #	Description
5580	Vacuum Secondary Spring Tuning Kit
5585	Vacuum Secondary Spring Kit and Quick Change Kit



Baseplates, Components & Assemblies

We offer complete stock replacement Baseplates for replacing worn or damaged factory units. For the modifier or enthusiast we have our **Pro-Series** Baseplates that features machined throttle shafts, machined throttle plates, hi-flow screws, and plugged vacuum ports offering vastly increased airflow over conventional baseplates. These come completely machined and assembled ready to install. Just add an (A) behind the regular baseplate #. We also offer stock replacement and special machined hi-flow throttle plates and hi-flow screws to enhance your existing baseplate by increasing airflow up to 30 cfm. We also have new for 2012 custom **Billet Baseplates** with or without vacuum ports on page 12.



6060	(8) Hi-Flow Throttle Plate Screws
6061	(4) Replacement Throttle Plates 600
6062	(4) Thin Throttle Plates 650-830
6063	(4) Thin Throttle Plates 850
6064	(4) Machined Hi-Flow Plates 600
6065	(4) Machined Hi-Flow Plates 650-830

6066	(4) Machined Hi-Flow Plates 850
6460	650-800 Complete Baseplate
6465	650-800 Baseplate 4-Corner Idle
6465A	650-800 Pro-Series Baseplate
6470	850 Complete Baseplate Assembly
6470A	850 Pro-Series Baseplate
6475A	850 Pro-Series Baseplate for 650-800

*** See Page 12 for our Billet Baseplates

New Hi-Flow Needle & Seats

Our New Bottom-Feed High Flow Gas Needle & Seat assemblies are a must have for extreme High HP applications such as supercharging or blow-through applications. Now you can maintain that constant fuel level that's so important for consistency & low ETs. We didn't just increase sizing, but started with a whole new concept & a clean sheet of paper. Our Bottom-Feed assemblies flow as much as 30% more fuel at lower float drops which is critical in maintaining optimal fuel levels. It only requires 7psi max to deliver a much cleaner non-aired fuel charge. Ideal for drag racing, supercharger, and blow-through applications. Will work with all AED, Holley, & competitive brands. Get that AED Performance Edge!



Part #	Description
5116	Bottom Feed High Flow .120" Needle & Seat
5116A	Bottom Feed High Flow .130" Needle & Seat
5116B	Bottom Feed High Flow .140" Needle & Seat

Custom Holley Carburetor Floats

We offer stock replacement floats for side-hung float bowls (600 style), and stock replacement floats in brass, nitrophenyl, and duracron for center-hung float bowls (double pumper). For racing we offer specially modified nitrophenyl floats for sideways mount, oval track, and drag race applications. These are a must in high G-Force situations where maintaining a consistent fuel level is paramount. *All racing floats are machined, weighted, and coated.*

Part #	Description
5350	Brass Replacement Float (600 Style)
5360	Nitrophenyl Replacement Float (Center Pivot)
5361	Brass Replacement Float (Center Pivot)
5362	Duracron Replacement Float (Center Pivot)
5370	Nitrophenyl Modified Float (LH Drag & Rear Oval)
5380	Nitrophenyl Modified Float (RH Drag & Front Oval)
5381	Nitrophenyl Modified Float (Rear Drag - Jet Ext)



Metering Block Conversion Kits

These handy kits are designed to convert 4160 carburetors to 4150 style with the addition of new metering blocks and hardware kits that provide you with the means to effectively tune the secondary side of the carburetor over the nonadjustable factory jet plates. Includes all components necessary except main jets.

Part #	Description
6300	Conversion Kit 450-600 Side Pivot Bowls
6310	Conversion Kit 3310 or any Center Pivot Bowls



Stainless Steel Vent Tubes

We offer custom stainless steel vent tubes that we machine on the lathe for more precise fit and durability. They are custom polished and available with angle top cut in three popular lengths. Great for adjusting heights for hood clearance and fuel spillover protection.

Part #	Description
5391	1 1/4" Stainless Vent Tubes (pair)
5392	1 3/4" Stainless Vent Tubes (pair)
5393	2 1/4" Stainless Vent Tubes (pair)



CARBURETOR SERVICE PARTS

Replacement Hardware Kit

These kits contain all the hard to find replacement components that corrode or wear out on your Holley. These pieces are perfect for revitalizing your Holley or AED performance carburetor. Kits contain:

- ◆ **New bowl screws and pump nozzle screws.**
- ◆ **New pump cover and throttle plate screws.**
- ◆ **Needle and seat nuts and screws.**
- ◆ **Baseplate screws and idle mixture screws.**
- ◆ **Idle speed position screw and idle speed spring.**
- ◆ **Sight plug screws and secondary connecting link.**
- ◆ **Miscellaneous clips, pins, and hardware.**

Part #	Description
5150	4150 Double Pumper Hardware Kit
5160	4160 Vacuum Secondary Hardware Kit



Holley Metering Blocks

These are new Holley Performance Metering Blocks which are great for modifying or replacing worn, damaged, or warped blocks. See page 12 for our new for 2012 Custom “**Billet Metering Blocks**” which are offered in several variations for special tuning.

Part #	Description
6550	650-850 Primary Metering Block
6560	650-850 Secondary Metering Block
6570	Dominator 3-Circuit Metering Block



Accelerator Pump Squirters

We feature two styles of discharge nozzles for accelerator pump circuit tuning: Standard and Tube style. Available in a variety of sizes, they are skin packaged two per card with gaskets. We also offer special hi-flow hollow discharge nozzle screws for higher pump volume. We recommend Tube type squirters when additional top end fuel enrichment is required.

Part #	Description
5431	Pump Squirters Standard (.031)
5435	Pump Squirters Standard (.035)
5437	Pump Squirters Standard (.037)
5442	Pump Squirters Standard (.042)



5531	Pump Squirters Tube Type (.031)
5535	Pump Squirters Tube Type (.035)
5537	Pump Squirters Tube Type (.037)
5542	Pump Squirters Tube Type (.042)
5550	Hi-Flow Pump Nozzle Screw

Vacuum Tube Cap Kit

Our Vacuum Tube Cap Kit uses only the finest fuel resistant rubber and includes 2 large (3/8”) and 5 small (1/4”) vacuum caps for blocking vacuum outlet ports.

Part #	Description
5420	Vacuum Tube Plug Kit - Holley



CARBURETOR SERVICE PARTS

Power Valves

AED offers only the highest Quality Power Valves designed specifically for your Holley performance carburetor. All AED Power Valves are hi-flow large 4 window units with several vacuum ratings to give you the ultimate in tuning capability. Also available are Alcohol Power Valves designed for the special high fuel demands of alcohol.

Part #	Description
5025	2.5" Holley Power Valve
5035	3.5" Holley Power Valve
5045	4.5" Holley Power Valve
5055	5.5" Holley Power Valve
5065	6.5" Holley Power Valve
5085	8.5" Holley Power Valve



5025A	2.5" Alcohol Power Valve
5065A	6.5" Alcohol Power Valve
5086	Power Valve Blockoff Plug

Bowl and Metering Gaskets

We offer a wide selection of quality Holley replacement gaskets. They come attractively skin packaged in (10) packs for display. New **Blue** reusable non-stick gaskets are listed in section below.

Part #	Description
5827	Metering Block Gaskets (Holley 108-27) 10 pk
5829	Metering Block Gaskets (Holley 108-29) 10 pk
5830	Metering Block Gaskets (Holley 108-30) 10 pk
5831	Metering Block Gaskets (Holley 108-31) 10 pk
5832	Bowl Gaskets (Holley 108-32) 10 pk
5833	Bowl Gaskets (Holley 108-33) 10 pk
5836	Metering Gaskets Dominator (Holley 108-36) 10 pk



Non-Stick Bowl and Metering Gaskets

After years of experimenting with every material known to man, we have finally found it! A compound that resists all fuels including alcohol. They are totally stick resistant & can be reused several times. No scraping required! Our new **5847** bowl gasket works with all 4150, 4160, & Dominator bowls with both conventional and HP metering blocks. All 4150-4160 metering blocks use the 5840 metering gasket. All 3-circuit Dominators use the 5846 metering block gaskets. Now that's easy. They come skin packaged in quantities of 5 per pack.

Part #	Description
5840	Non-Stick Metering Block Gaskets (5829)
5846	Non-Stick Dominator Metering Gaskets (5836)
5847	Non-Stick 4150 - HP - Dominator Bowl Gaskets



Reusable Bowl Screw Washers

OEM bowl screw washers over a period of time become fuel soaked and deteriorate which can lead to fuel leaks. We supply a white Nylon replacement washer that will not absorb fuel or separate and is reusable many times over.

Part #	Description
5410	Reusable Bowl Screw Washers (18) pieces



CARBURETOR SERVICE PARTS

Needle and Seat Assemblies

We cover the complete spectrum of Needle and Seats for gasoline and alcohol carburetors. First we have the traditional .110" Viton hi-flow units designed for up to 650 HP on gas. For power levels over 650 HP with single carburetors or with marginal fuel systems we recommend our special .120" *viton* tipped assemblies which flow approximately 20% more fuel than the .110's and will accept up to 7-8 pounds of fuel pressure. For *alcohol* applications our special .150" *stainless steel* needle and seats are the ultimate in fuel capacity and seating ability where optimum fuel flow is required. These are the highest flowing needle & seats we have ever tested! These special hi-flow needle and seats will not accept over the standard 7 psi at idle like conventional needle and seats. Reduced fuel pressure at idle is required to properly seat at idle. We also offer an *alcohol .130" stainless needle and seats* designed for applications up to 650 HP. These alcohol needle and seats will seal at pressures of 7 psi and below for applications without a belt driven pump or fuel bypass. All assemblies come complete with our special reusable needle and seat gaskets.

Part #	Description
5110	.110" Viton Needle and Seats (pair)
5115	.120" Viton Needle and Seats (each)
5117	.150" Alcohol Needle and Seats (each)
5118	<i>New</i> .130" Alcohol Needle and Seats (each)
5120	Hardware Kit for Needle and Seats (2 pair)
5123	Reusable Needle and Seat gaskets (4 pair)



Trick Vacuum Secondary Diaphragm

This trick vacuum secondary diaphragm has a new special material that retains its original shape for real ease of installation. If you've ever installed a secondary diaphragm you understand it usually takes three hands to do it right. Not now! Comes standard in AED #4160 kits.

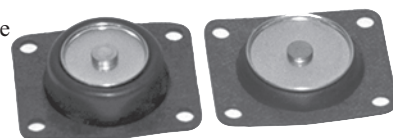
Part #	Description
5340	Trick Vacuum Secondary Diaphragm



Accelerator Pump Diaphragms

We offer both styles of accelerator pump diaphragms for Holley carburetors. They are made from the finest material for long life and a leakproof seal.

Part #	Description
5335	30cc Accelerator Pump Diaphragm
5337	50cc Accelerator Pump Diaphragm



Holley Bowl Screws

These new bowl screws are great for installing new bowls or replacing old worn screws. They have 5/16" hex-heads and come in sets of (8) with reusable bowl screw gaskets.

Part #	Description
5200	Bowl Screw Set 4150 Style Carburetor
5250	Bowl Screw Set 4160 Style Carburetor



Bowl Vent Baffles



These baffles install in the top of a Holley metering block to prevent fuel slosh out of the vent tubes during hard acceleration, cornering, and braking. New for 2012 vents just push in place are held in by the gasket. A must for performance carburetors. Standard in AED Performance Carburetors.

Part #	Description
5897	Fuel Bowl Vent Baffles (pair)



Jet Change Gasket Kits

We offer kits with conventional gaskets and our **New Reusable Non-Stick** gaskets to simplify replacing jets. All kits come with reusable nylon reusable bowl screw gaskets. Dominator kits are for 3-circuit metering blocks. 4150's will work on 2-circuit Dominators.

Part #	Description
5890	Jet Change Gasket Set 4150 Conventional
5891	Jet Change Gasket Set Dominator Conventional
5892	Non-Stick Jet Change Gasket Kit 4150
5893	Non-Stick Jet Change Gasket Kit Dominator

Pump Cam Kit

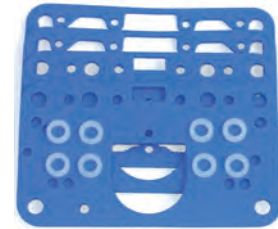
We offer a wide selection of different pump cams for tuning the accelerator pump circuit. This kit allows you to effectively tune pump volume and fuel delivery rate. A must in every racers toolbox. For additional tuning we also offer 30cc and 50cc pump kits, on page 19.

Part #	Description
5560	Accelerator Pump Cam Tuning Kit

Base Gaskets

We offer base gaskets in quality thick material (.062") in two different sizes. They come skin packaged (10) per card.

Part #	Description
5850	Base Gaskets Standard Flange (10)
5860	Dominator Base Gaskets (10)



AED PROMOTIONAL ITEMS

New AED Plano-Grams

We offer 2 great **Planograms** that include a wide assortment of quality AED fuel system components designed for traditional parts stores or speed shops including only "A" movers in both kits. Our # 2000 Planogram is for the traditional parts store and includes a great selection of "must have" components to add to the bottom line. Planogram # 2001 includes all the pieces from the #2000 kit plus additional components needed for any speed shop. Our Each kit comes with a free killer 24"x12" **Authorized Dealer 6-color embossed aluminum sign**, parts, reorder tags, layout guide, catalog, pricing, & a free AED hat. Don't pass on this great looking display of AED Products. Pictured below is our "Intro Planogram" # 2000. Intro Part # **2000** & Pro-Series # **2001**.

Part #	2000 Planogram
4150	HOLLEY 390-1000 DBL.PUMP RENEW KIT
4160	HOLLEY 600-870 VAC. SEC. RENEW KIT (Includes Avenger Series)
5025	POWER VALVE 2.5"
5045	POWER VALVE 4.5"
5065	POWER VALVE 6.5"
5086	POWER VALVE BLOCK-OFF PLUG
5110	NEEDLE & SEAT ASSEM. .110"PAIR
5123	NYLON NEEDLE & SEAT GSKTS. (6 PR)
5170	CLEAR BOWL SIGHT PLUGS (PR)
5335	ACCELERATOR PUMP DIAPHRAM 30 CC
5337	ACCELERATOR PUMP DIAPHRAM 50 CC
5410	NYLON BOWL SCREW GASKETS
5425	THROTTLE BALL ASSORTMENT
5431	ACC.PUMP SQUIRTERS STD.(.031)PR.
5435	ACC.PUMP SQUIRTERS STD.(.035)PR.
5437	ACC.PUMP SQUIRTERS STD.(.037)PR.
5585	QUICK CHANGE TUNING KIT VAC.SEC.
5840	REUSABLE METERING GSKT. (108-29) 5PK
5847	REUSABLE BOWL GASKETS (4150-4160-4500) 5pk ***New***
5892	REUSABLE JET CHANGE GASKET SET (4150)
5895	REAR JET EXTENSION KIT
6086	4150 HOLLEY BILLET W.O.T NOS ACTIVATION BOLT ON SWITCH
6100	FUEL PRESSURE GAUGE 0-15 (Screw In)
6105	NOS BOTTLE FITTING w/ 1500lb. GAUGE (#4 line)
6120	ALLEN HEAD CARB.STUD KIT 2"
6150	BIRCHWOOD SPACER HOLE OPEN CENTER
6600R	4150 CHEV BILLET THROTTLE LINKAGE & SPRING BRACKET (RED)
9011*	AED BASEBALL CAP



Planogram 2001 Additional Parts

5035	POWER VALVE 3.5"
5115	HI-FLOW .125" VITON NEEDLE & SEAT
5550	HI-FLOW ACC.PUMP NOZZLE SCREW
5846	REUSABLE DOM. METERING GSKT. (108-36) 5PK. ***New***
5850	BASE GASKETS STD FLANGE HOL.-10 PK.
5896	TRICK JET EXTENSIONS w/ MACHINED FLOAT "New"
6092	NEW TRICK RED ANODIZED BILLET REGULATOR PLATE
6101	FUEL PRESSURE GAUGE 0-15 (Liquid Filled)
6601R	4150 FORD BILLET THROTTLE LINKAGE & SPRING BRACKET (RED)
7890	POWER VALVE SAVER KIT

AED Mechanics Gloves

Check out these really nice Mechanics gloves. They have additional protection from heat, grease, and chemicals and feature our logo on several sides. These are first quality and every toolbox should have a set. Available in S - M - L - XL - 2XL. Use part number and add size to end of number.

Part #	Description
9015	AED Multi-Color Heavy Duty Mechanics Gloves



AED Clothing Wear



We offer some really nice quality clothing featuring only 100% cotten. Our heavy duty T-shirts come in white & have our multi-color AED Logo printed on the chest with a great looking picture on the back including our tag line "The Best Kept Secret in Performance". AED hats are fully embroidered including our logo and come in black & tan. Great quality for year around wear. Sizes are M - L - XL - 2XL. Specify size after part number to order. **Colors may change at times.**

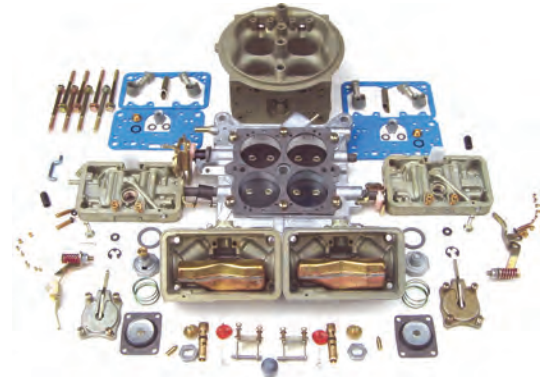


BULK CARBURETORS & COMPONENTS

Bulk Carburetors & Components

For the Carburetor Builder we have complete kits available to “**build your own**” assemblies. Bulk carburetors are available from 390 through 1250 HP versions. We offer these kits with virtually any options you desire including billet metering blocks, billet baseplates, custom boosters, and special components. We can also provide kits with any form of **CNC Porting** or **Custom Machining** you require. We provide any state of component assembly to complete assemblies that are fully “**Wet-Flowed**”. We can also supply for special classes or applications either in bulk or complete assemblies. Minimum quantity is two of any part number. Bulk carburetors have all the necessary components for complete assembly or we can supply individual components like main bodies only. Contact us for information, help, options, and pricing.

Description	2 Pack	6 Pack
390 Complete Bulk Carburetor	390A2	390A6
500 Complete 2-Barrel Bulk	500A2	500A6
650 Complete Bulk Carburetor	650A2	650A6
750 Complete Bulk Carburetor	750A2	750A6
850 Complete Bulk Carburetor	850A2	850A6
950 HP Complete Bulk Carburetor	950A2	950A6
1000 HP Complete Bulk Carburetor	1000A2	1000A6
1050 HP Dominator in Bulk	1050A2	1050A6
1150 HP Dominator in Bulk	1150A2	1150A6
1250 HP Dominator in Bulk	1250A2	1250A6



Description	10 Pack	100 Pack
4150 - 4160 Metering Block Gaskets	5829X	5829XX
4160 Metering Block Gsk..	5830X	5830XX
4160 Metering Block Gaskets	5831X	5831XX
4165 - 4175 Bowl Gaskets	5832X	5832XX
4150 - 4160 Bowl Gaskets	5833X	5833XX
4500 Metering Block Gaskets	5836X	5836XX
Base Gaskets Standard Flange	5850X	5850XX
Base Gaskets Dominator	5860X	5860XX
Base Gaskets 2300 2-Barrel	5870X	5870XX
.110 Viton Needle and Seat	5110X	5110XX
.125 Viton Needle & Seat	5115X	5115XX
.120 2-Piece Needle & Seat	5116X	5116XX
.145 Alcohol Needle and Seat	5117X	5117XX
Needle and Seat Nut	5121X	5121XX
Needle and Seat Screw	5122X	5122XX
Nylon N. & S. Washers (Pr.)	5123X	5123XX
Idle Mixture Screws	5254X	5254XX
Idle Mixture Screw Gaskets	5255X	5255XX
30cc Pump Diaphragm	5335X	5335XX
50cc Pump Diaphragm	5337X	5337XX
Squirter Pump Needle	5449X	5449XX
Accelerator Pump Check Valve	5472X	5472XX
Squirter Gaskets	5482X	5482XX
Air Bleeds Blank 6-40	7930X	7930XX
Jets (order last 2 digits jet #)	60_X	60_XX
Alky Jets (last 2 digits jet #)	6019X	6019XX

Description	10 Pack	100 Pack
Air Bleeds Blank 10-32 No Head	7931X	7931XX
Air Bleeds Blank 10-32 w/ Head	7933X	7933XX
Metering Block Cup Plugs	6214X	6214XX
Throttle Body Screws	6224X	6224XX
Bowl Screws 4150	5200X	5200XX
Throttle Plate Screws (stock)	6059X	6059XX
Throttle Plate Screws (hi-flow)	6060X	6060XX
Choke and Vacuum Sec. Gsk.	6314X	6314XX
600 Fuel Inlet Gasket	6324X	6324XX
4150 Fuel Inlet Gasket	6326X	6326XX
Sight Plug Gasket	6334X	6334XX
Nylon Reusable Bowl Screw Gsk.	5410X	5410XX
Power Valves (Holley)	50_X	50_XX
Power Valve Gaskets	5099X	5099XX
Transfer Tube O-Ring	6344X	6344XX
Vacuum Sec. Diaphragm (Trick)	5340X	5340XX
Metering Block Gask. 2-Circuit	5840X	5840XX
Metering Block Gask. 3-Circuit	5846X	5846XX
Bowl Gasket All 4150 - 4500	5847X	5847XX
Throttle Plate Gaskets (390)	6362X	6362XX
Throttle Plate Gaskets (600)	6363X	6363XX
Throttle Plate Gaskets (650-800)	6364X	6364XX
Throttle Plate Gaskets (850)	6366X	6366XX
Vacuum Plug 3/16	5421X	5421XX
Vacuum Plug 3/8	5422X	5422XX

*** Virtually all Carburetor Components are Available in Bulk. Call for additional specifics.

FUEL INJECTION SERVICE

Fuel Injection Wetflow - Sales - Service

AED has recently delved into the world of Fuel Injection with a commitment to a full blown “Fuel Injection Wetbench”. We now have the means of wetflowing, cleaning, and rebuilding injectors. We can provide new properly matched and flowed complete injector sets for most applications or can clean, rebuild, and flow your existing set. We have seen brand new injector sets with variations over 10%. This is not close to acceptable for performance applications. We can also help determine the correct size injectors for your combination. Please give our tech staff a call for current pricing on services and injectors. We have some exciting new projects in the works, stay tuned.



Carburetor Booster Installation Tool

This tool is absolutely the finest tool available for tightening or replacing boosters in a Holley carburetor. It is a must for anyone who works on, rebuilds, or modifies carburetors & takes their job seriously. When doing any reshaping, porting, or polishing of the main body the original boosters must be removed for rework & new boosters installed. There is also power to be gained from installing the right booster for your particular application or reworking an existing one. We also offer several different shapes & orifice sizes for maximum tunability. This economical easy to use tool works on all Holley's with or without choke horns & works on all boosters except annular discharge. To properly install annular boosters you must purchase our attachment tool # 6074. New this year is an adapter for installing "Braswell Boosters" that works with the 6070. Boosters can only be sold to purchasers of the AED booster tool - it's the law.

Part #	Description
6070	Holley Booster Installation Tool
6074	Annular Booster adapter for 6070
60741	Adapter for "Braswell Boosters" for 6070



Specialty Carburetor Boosters

For purchasers of our booster installation tool we offer a wide selection of performance Carburetor Boosters. Not only do boosters control fuel delivery quantity they also directly affect circuit timing & fuel curve. For example our new "Machined Boosters" for 4150 carburetors provide additional airflow while maintaining a much flatter fuel delivery curve as opposed to a standard drop leg booster. In some cases such as road racing with a large carburetor where a wide power band is required an annular booster would be an advantage because it starts the main circuit early. We offer you a multitude of choices to fine tune your application. Boosters are sold in sets of 4. **AED Booster Tool required.**



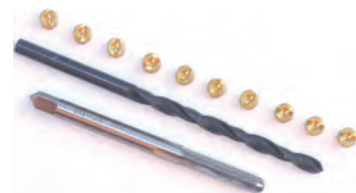
Part #	Description
6071	Straight leg Booster .136" Orifice (4)
60721	Drop Leg Booster .140" Orifice (4)
60722	Drop Leg Booster .160" Orifice (4)
60723	Drop Leg Booster .180" Orifice (4)
60731	Hi-Flow Machined .160" Orifice (4)
60732	Hi-Flow Machined .180" Orifice (4)

60733	Annular Booster for 4150 (4)
6075	Standard Booster for Dominator (4)
6076	Annular Booster for Dominator (4)
6077	Billet Annular Booster Dominator (4)
6077A	Annular Billet Booster for 4150
6078	Booster Retaining Sleeves (4)

Air Bleed & Restrictor Kits

For quick fine tuning of fuel circuits including idle, intermediate, high speed, and power valve channel we offer do it yourself adjustable bleed kits. This kit allows you to custom tailor circuit enrichment & timing in seconds for precision tuning. Kits include all the necessary hardware including drill bits, taps, allen wrench, instructions and bleeds for easy installation. #7920 Bleed Kit requires no body machining on 4150 carburetors. Our #7932 kit is designed for HP's and Dominators and features 10-32 thread with slotted head for tuning ease.

7900	Power Valve Channel Kit (8) Restrictors
7910	Replacement Restrictors for 7900 Kit (10)
7920	Adjustable Air Bleed Kit 6-40 Thread
7930	Replacement Bleeds for 7920 Kit (8) 6-40
7932	Adjustable Air Bleed Kit 10-32 Thread
7933	Replacement Bleeds 10-32 with Head (10)



Pro-Series Carburetor Work Fixture

We have yet to see a true carburetor work fixture or one that actually works. This one does! It holds the carburetor securely & allows rotation in any direction easily & quickly. The fixture is totally self contained & can be mounted to a workbench or vise. This fixture is sturdy enough to use a hammer on and sets up in about 10 seconds. This tool is a real time saver when rebuilding, modifying, porting, or whatever.

Part #	Description
7940	Professional Carburetor Work Fixture



Pro-Series Throttle shaft Bushing Kit

Designed to repair or take excess play out of throttle shafts, prevent vacuum leaks, and produce a cleaner more adjustable idle. Kit comes with a special machined reverse cut piloted reamer for proper shaft alignment and 8 specially sized bronze knurled bushings for long life & excellent sealing. This great kit comes skin packaged with easy to use instructions.

Part #	Description
7950	Professional Throttle Shaft Bushing Kit
7960	Bronze Throttle Shaft Bushings (8)



Carb Taps & Porting Kit

We offer stainless steel calipers for the modifier to size and calibrate carburetors for maximum performance. These are essential tools for the carbsmith. We also have all the taps required for cleaning and repairing Holley threads. Plus a special Carburetor Porting kit for the Do It Yourselfer. The Porting Kit includes all the proper components to give your carburetor that professional look.

Part #	Description
7600	0-6" Stainless Dial Calipers
7670	Carburetor Porting Kit
7990	Jet Tap for Holley Jets

7991	Needle and Seat Tap
7992	Bowl Screw Tap
7993	Pump Nozzle Screw Tap
7994	Power Valve Tap

Tuning & Calibration

Off Idle Hesitation: Is one the most common problems w/ carbs especially when used on modified engines. If you experience an off idle stumble as soon as you accelerate from part throttle or idle *check the distributor first for correct initial timing & a proper mechanical advance curve.* (inadequate timing will also cause a backfire through the carb under acceleration). First check the pump circuit to make sure that the squirter produces fuel as soon as you move the throttle. If not make sure your linkage is set properly (there should be no play between pump arm and pump linkage at idle), then if you have no pump shot trace the pump circuit back to locate the problem. Then check front & rear float levels for proper setting (too low of a fuel level in bowl will delay main circuit startup). Next move to the carb idle circuit. Most of these type stumbles occur because of a lean idle & transition circuit especially w/ large manifolds, lots of cam timing, and little or no manifold vacuum. First check to make sure the secondary throttle plates @ curb idle aren't too far open. You can usually richen the idle & transition by almost closing the secondary plates & opening up the primary throttle plates to get your correct idle speed. If the throttle blades are more than about .04" into the transition slot on the primary you can drill a hole in each primary throttle plates on the bowl side to increase idle air letting you close the primary throttle plates. Start w/ about .090" holes in the plates, but these 2 holes will lean the idle circuit some as you're letting in unmetered air. If you still have a stumble adjust the idle mixture screws about 1/2 turn richer from best idle & see if this cures the problem. If this helps you can bet the idle circuit is too lean. A good indication of a lean idle is if your idle mixture screws are out @ best idle over 1 3/4 turns, or you can just bump the accelerator pump arm @ idle & the idle smoothes out. In some cases richening the main jets by a couple of #'s will richen the idle enough since the idle circuit pulls fuel from the main circuit. If your main circuit is already tuned this can be a mistake. If you need to richen the idle circuit the best method is to increase the idle feed restriction about .002" @ a time or reduce the idle air bleed by about .006". This should remedy the situation.

Full Throttle Hesitation: You should now have your idle & transition circuits tuned up and should proceed with the pump circuit if under hard launches you get a stumble. In most cases your not supplying enough fuel when you whack the throttle & manifold vacuum drops before you can start the main circuit. This causes a lean spot you need to cover up w/ the pump circuit. Usually going up on squirter size a few thousands will cure the problem. Another cure can be using a more aggressive pump cam (like the blue ones) & rotating the cams to position 2 on the cam & pump bracket. This will increase initial fuel delivery helpful in low rpm launches. When you go above .035" squirter size you should install high flow pump screws so you don't limit fuel flow (AED #5550) If you fix the initial stumble and then after the car moves alittle, it becomes lazy you are running out of pump shot too early. You can change pump cams to a higher lift cam (AED #5560) or you'll have to add a 50cc pump kit (AED #5565). This is especially helpful when you are using a large carb that has a slow starting main circuit, or have a heavy car, or a tight converter. One thing to remember is that you only want enough pump shot to cover the lean hole in the fuel delivery curve, any more can make the car lazy. Another major problem on hard accelerating drag cars is when the car gets out almost through low gear & then noses over. This is caused by fuel rushing to the back of the rear bowl under high G forces uncovering the rear jets. The purchase of our #5895 stainless jet extension kit will solve this problem. We also offer a new kit (#5896) with trick jet extensions and machined and weighted floats for additional protection in high horsepower applications allowing maximum float drop.

Flooding & Hard Starting Hot: When you have fuel dripping out of the boosters or a very rich condition @ idle, first check front & rear float levels. Remove both sight plugs (AED #5170 clear sight plugs are safer, easier, & inexpensive) w/ motor off & make sure fuel in the bowls is even with or 1/3 up from the bottom of sight hole. If too high adjust down (clockwise) w/ needle & seat nut and recheck. If you still can't get the float level down check for heavy float or trash in needle & seat. If you have the new aluminum bowls with large sight windows, set the fuel level 1/2 way up the primary bowl & 2/3rd of the way up the secondary bowl. Holley style carbs hate trash & water! With floats set if you still experience flooding tighten fuel bowls (incorrect seal between metering block and main body can cause booster pull-over) or check for mainbody and metering block flatness. We are assuming you have checked fuel pressure (AED gauge #6100) and it's about a maximum of 7 psi running. If you still have a problem a blown power valve will cause an excessively rich idle. Vacuum check it or replace. Always use a carb heat shield or insulated carburetor spacer if you have an aluminum intake, especially with pump gas because of a lower boiling point, because of the excessive heat bled off to the float bowls & mainbody. This will cause fuel bowl percolation or squirter circuit bleed over & vapor lock resulting in hard starting & spongy throttle response. We manufacture a complete line of heat insulating Birchwood Spacers in 1/2" and 1" (#s 6150 thru 6173) for all applications.

Tune Up: Your first step is to make sure you have all the proper pieces to do the job. A jet assortment, (AED has jet boxes, jet plates w/ jets, and specific tune-up kits) gaskets, power valves, squirters and pump cams. AED kit #6052 should do. Most Holley's out of the box should have a fairly close fuel curve for street cars w/ closed exhaust if you selected the correct carburetor for your application. We have covered the idle & transition circuits now we can move to the main. The main jet controls most cruise, usually at about 3000 rpm & above & W.O.T. fuel metering. (Below this the idle & transition circuit control most of the fuel). The main jet under cruise conditions supplies most of the fuel and this circuit is easiest to tune. If @ steady speeds (3000-4000 rpm) the engine surges it is too lean. You can usually lean the main jets down till you get this surge & then richen up the mains by 2 jets #'s to be safe. Once you have this worked out it's time for full throttle tuning. When you accelerate from cruise to W.O.T. manifold vacuum drops to almost 0" and the power valve opens increasing fuel flow to the main well and boosters. This additional fuel is needed for high demand situations (full throttle) and the power valve restriction channels are the way to tune it (2 channels that are visible when you remove the power valve). If the engine doesn't respond correctly or surges you're restriction channels may be too small. Enlarge these a couple of thousands @ a time till you have adequate fuel and proper acceleration. If this procedure is more than you want to do you can just add more main jet for best acceleration. For all out drag cars this is the easiest way since part throttle operation means nothing. For race cars I would start w/ jetting about 2 to 3 #'s richer than factory settings to be safe & learn how to read spark plugs to make sure you're not hurting anything! Jet the carb up for best MPH until it slows up then reduce jetting to your last setup.

Always choose a power valve that is below your lowest manifold vacuum attained while idling in gear, but not so low that you might build enough manifold vacuum in high gear to close it leaning the engine too much. Your AED kit should contain the correct power valve except in an unusual situation. Thanks for purchasing the best!

AED TERMS & POLICIES

Purchases:

All accounts must have a minimum purchase of at least \$50.00 in packaged parts or a minimum of \$60.00 in bulk per invoice. On orders of a lesser amount a \$5.00 surcharge will be added to the invoice. All drop shipments will be charged a \$5.00 handling fee on the invoice. Freight orders consist on parts orders of \$2,500.00 dollars or more in the US. of parts, not carburetors. There is no freight policy on carburetors. We will pay freight on carburetors if invoice total of **parts** is over \$2,500.00 and there is carburetors added to the order. Parts of \$1,300.00 and Carbs of \$1,200.00 does not constitute freight even though the invoice total is \$2,500.00.



Payment Terms:

All open accounts must be postmarked by the 10th of the following month from invoice date. Example: invoices dated in the month of June are due the 10th of July. Close of billing is usually the last day of the month. To maintain an open account you must keep your payables current, or special arrangements must be made. There is no quickpay discount on invoice or statement. All accounts will be COD unless previous arrangements have been made.

Warranty:

All AED products are warranted for a period of 90 days from the date of purchase covering only the purchased product and not any damage to other parts or materials due to subsequent damage. Warranty will not cover removal, labor charges, or materials and is only applicable to the original purchaser. Broken, abused, or misapplication of components are not covered under warranty. All carburetor warranty will only be handled between the end consumer and AED and must be accompanied by purchasers invoice.

Returns:

All returns require prior authorization from the factory. We will accept up to 3% of previous years purchases when received with a 2 for 1 offsetting order. To receive full credit product must be returned in new condition. We will not give full credit for items that need to be repackaged. We will issue credit based on pricing when the components were purchased. There is no automatic deduction for shortages or warranty from payment. A credit memo must be issued to deduct payment from statement and all shortages must be noted 10 days from ROG. No returns will be accepted on products that have been removed from the catalog or products over 1 year old. Proof of purchase is required.





CARBURETOR SELECTION

This criteria is paramount in being successful whether you're a professional racer or just want the right carburetor for your street machine. There are 3 main parameters that correctly determine your baseline carburetor sizing selection. From there you need additional information to fine tune that selection. Let's start with the big 3.

A) Cubic Inches:

Simple parameter for total cubic inches including any additional bore & stroke

B) Total RPM Range

This is both minimum & maximum rpm. Minimum rpm is just as critical or even more so than maximum rpm. You need to be concerned with the minimum rpm that you need to accelerate from. Several additional pieces of information come into play here such as transmission type, converter flash rpm etc. For example the exact same engine in a car with a 3500 converter will need less carburetor than one with a 5500 converter. Remember it's all about acceleration. A larger carburetor that might make more torque & power on the dyno will usually run slower ET's or lap times if the engine can't accelerate properly from that minimum rpm. Remember engines are not too happy running below max torque rpm! Ideally the correct converter should flash to roughly 200 rpm above max torque rpm in race only situations. Gear ratio also plays a role in this calculation as does car weight. The heavier the car or higher the gear will affect time spent in different rpm bands & in this case would require a carburetor sized smaller than a lighter car with a lower rear end gear (numerically higher). Camshaft & cylinder head (intake port volume) also play a key role in rpm range. In most cases the camshaft & cylinder head dictates rpm range. Here's where you can get thrown a curve. In many cases the bigger the cylinder head, the less carburetor the engine wants. We are assuming 2 similar engines with the same rpm range. A good example is a standard small block Ford & small block Chevrolet. The Ford factory head volume being smaller usually requires more carburetor than a typical Chevy. We have proven this over & over through dyno (engine & chassis dyno as we have both in house) & racetrack testing. It gets down to port velocity & choke points which is a topic for another discussion. As you can see this isn't easy determining correct carburetor selection. It's really part science, part knowledge, & part experience. There is no real formula for absolute carburetor size. I've worked on a spreadsheet for years that won't always work. The proliferation of all the new cylinder heads & manifolds makes selection even tougher. Bottom line is always get good knowledgeable help when selecting carburetion, just like a good camshaft they can tie your whole program together properly & make a big difference in performance. It's always less expensive to do it right the first time.

C) Power Level:

The third major consideration is Horsepower. The more power you make the larger the airflow requirement. A lot of the previous questions go into trying to figure out how much power an engine makes & at what rpm. Your engine needs X amount of airflow to reach a certain power level efficiently. The formula for CFM consumed is $(CFM = CID \times RPM \times VE \div 3456)$. Here CID = Cubic Inches; & VE = Volumetric Efficiency. This is just a rough estimate as VE number is the basic efficiency or cylinder filling of the engine. Let's take a typical small block chevy 383ci stroker engine at 6500 rpm, assuming 100% VE that makes a theoretical 510hp. Plug in the numbers & you get a CFM requirement of 720. Sounds easy enough. In reality this is probably too small in most applications. Carburetors are flow rated at 1.5" of pressure drop to get a true CFM rating. Best power is usually achieved at around 1.3" of pressure drop. When you factor this into the equation you get around 800cfm. Street motors might be 90% VE & a good race engine might be 125% VE. The formula can be figured out simply but it's just a piece of the puzzle & *all of the previous observations are equally as important*. I hope this helps in getting a better handle on the important things to consider when choosing the right carburetor. This is just a basic primer, don't hesitate to call our excellent tech staff for any help you might need.

Custom Carburetor Build Criteria

When ordering a custom carburetor the more information we receive the better the end result & the closer the tune-up will be right out of the box. As discussed in the *Carburetor Selection* article on page 30 these factors are of extreme importance. Be sure to read this to get a good handle on engine & car parameters that affect proper selection. We are always available to help with proper sizing & series selection.

- Intended Usage: _____
- Engine Make: _____
- Cubic Inches: _____
- Power Level: _____
- Min & Max RPM: _____
- Cylinder Head: _____
- Head Intake Volume: _____
- Camshaft Type: _____
- Cam Duration @ .050": _____
- Compression Ratio: _____
- Intake Manifold: _____
- Fuel Type: _____
- Car Weight: _____
- Trans Type: _____
- Converter Flash: _____
- Trans Brake: _____
- Rear Gear: _____
- Tire Size: _____
- Specific Rules: _____

