



Edelbrock Nitrous Systems
Super Victor V8 Direct Port with E2 Jet Map
Catalog #71850
OWNER'S MANUAL

Please read both your **DIRECT PORT OWNERS MANUAL** and this **JET MAP INSERT** before installing your Edelbrock Nitrous System. If you have any questions or comments, please contact our **Technical Hotline at: 1-800-416-8628** from 7am - 5pm, Monday through Friday, Pacific Standard Time or e-mail us at Edelbrock@Edelbrock.com. Please fill out and mail your warranty card.

IMPORTANT NOTE:
Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

BILL OF MATERIALS (Excluding Electrical)

Qty.	Description
<input type="checkbox"/> 2	Victor Pro Nitrous Solenoid
<input type="checkbox"/> 2	Victor Pro Fuel Solenoid
<input type="checkbox"/> 8	Edelbrock E2 Nozzles
<input type="checkbox"/> 16	3/16" Tubing
<input type="checkbox"/> 16	Tube Sleeves
<input type="checkbox"/> 8	Blue Tube Nuts
<input type="checkbox"/> 2	1/8" Male Pipe Nipples



Qty.	Description
<input type="checkbox"/> 8	Red Tube Nuts
<input type="checkbox"/> 16	Compression Fittings
<input type="checkbox"/> 4	Distribution Blocks
<input type="checkbox"/> 2	90° Union Fittings
<input type="checkbox"/> 2	6AN Nitrous Filter Fitting
<input type="checkbox"/> 2	6AN Red Filter Fitting
<input type="checkbox"/> 56	Various Jets

Jet Map

HP Gain	Nitrous Jet	Fuel Jet	Sugg. Timing Retard
200 HP	24	20	5° - 9° Retard
250 HP	28	24	6° - 10° Retard
300 HP	32	28	7° - 11° Retard
350+ HP	36	32	*See Note
400+ HP	40	36	*See Note
500+ HP	44	40	*See Note

The horsepower gains listed above in the jet map are approximate gains. Depending on engine configuration and tuning, your gains may be slightly different. The jet map is based on a nitrous system with a flowing fuel pressure of 6½ - 7 PSI. Any variations different than 6½ - 7 PSI will change your jet map and potentially damage your engine. We highly recommend using the **Edelbrock Flow Test Tool (P/N 76506)** to set your flowing fuel pressure.

NOTE: When using the high horsepower settings with a direct port system, many variables come into play when setting proper timing retard, such as timing with your previous horsepower settings, cylinder head configuration, compression ratio, tune-up, etc. We recommend consulting your engine builder to determine proper timing retard before using these settings.

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