



EDELBROCK 426ci GEN III HEMI CRATE ENGINE
LONG BLOCK ONLY / SUPERCHARGED
Part #46125, 46126, 46127
GENERAL INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 AM - 5:00 PM Pacific Standard Time, Monday through Friday.

Proper installation is the responsibility of the installer. Improper installation will void the manufacturer's warranty and may result in poor performance and engine or vehicle damage.

IMPORTANT NOTE: This instruction sheet provides general installation guidelines which can affect your warranty. Read it carefully. It is not our intent to cover each detail of installation here as the procedures are vehicle specific. We want to caution you that installing an engine is a complicated procedure that requires a good general knowledge of automotive mechanics. It is a good idea to refer to the factory service manual for your vehicle. If you are not confident that you can complete the engine installation successfully, we suggest you consider having it installed by an experienced mechanic.

CAUTION: This engine is **NOT INTENDED** for marine use. **Not legal for use in pollution controlled vehicles.**

DESCRIPTION: This Supercharged Crate Engine is built using a Mopar Iron block with a forged and balanced Manley stroker crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons to produce 426 CID. The engine is fitted with Comp Cams "274" camshaft and topped with Edelbrock Gen III Hemi Cylinder heads #61099. Combined with Edelbrock's DP3C R2650 E-Force Supercharger, this engine produces 808 horsepower and 762 ft-lbs of torque on 93 octane pump gas.

AVAILABLE VARIANTS:

- P/N 46125 - 426ci Gen III Hemi, Long Block Only
- P/N 46126 - Supercharged 426ci Gen III Hemi, w/o Electronics
- P/N 46127 - Supercharged 426ci Gen III Hemi, w/ Electronics

PRODUCT SPECIFICATIONS:

Displacement:	426 c.i.d. (4.09" bore x 4.05" stroke)
Horsepower:	808 (46127)
Torque:	762 (46127)
Compression:	9.9:1
Block:	New Mopar Iron
Crankshaft:	Forged 4340
Pistons:	Forged Aluminum -5cc
Camshaft:	226°/234°, .619/.612, 114 cl
Rocker Arms:	Stock Gen III Hemi
Cylinder Heads:	Edelbrock Performer RPM #61099
Fuel Injectors:	60 lb/hr, Seimens
Supercharger:	Edelbrock E-Force R2650 TVS
Supercharger Belt:	100" 6-Rib
Finish:	Black Powder Coated (Supercharger)
Warranty:	2 Year/Unlimited Mileage
Fuel Type:	<u>Requires 91 Octane Minimum</u>

ANCILLARY PARTS REQUIRED FOR INSTALLATION

- Low Temperature Radiator (LTR)
- LTR/Intercooler Plumbing
- Fuel Pump - A minimum fuel flow of 100gph @ 70psi differential pressure is required. *It is the responsibility of the customer to ensure that adequate fuel flow is achieved at the operating voltage of the fuel pump. Engine damage can occur if fuel flow is insufficient.*

ENGINE OIL: Your engine is supplied with Edelbrock Break-In Oil in the crate. The engine oil must be changed no more than 300 miles after break-in. SAE 5W30 synthetic oil is highly recommended after break-in.

OIL PAN/FILTER CLEARANCE: A Mopar Oil Pan (PN 4893207AA) is used on this crate engines. Make sure you have adequate subframe and ground clearance before installing the engine. **NOTE:** Mopar 45° oil filter adaptor PN 53021610AF (not included) may be required for additional clearance on some applications.

INTERCOOLER SYSTEM: A 50/50 coolant and water mixture is required.

GENERAL HARNESS INSTALLATION

- Determine the ideal mounting location for the relay and fuse holder on the water pump harness. Connect the POSITIVE (+) lead to a CONSTANT +12V power source. Connect the GROUND (-) lead to a chassis ground. Connect the water pump connector to the electric water pump. using the supplied fuse tap, connect the switchewd 12V power wire to a key on 12V power source.

- If nessasary, connect the supplied MAP extension harness onto the factory MAP connector, then connect the MAP extension harness to the MAP sensor located on the rear driver side of the manifold.

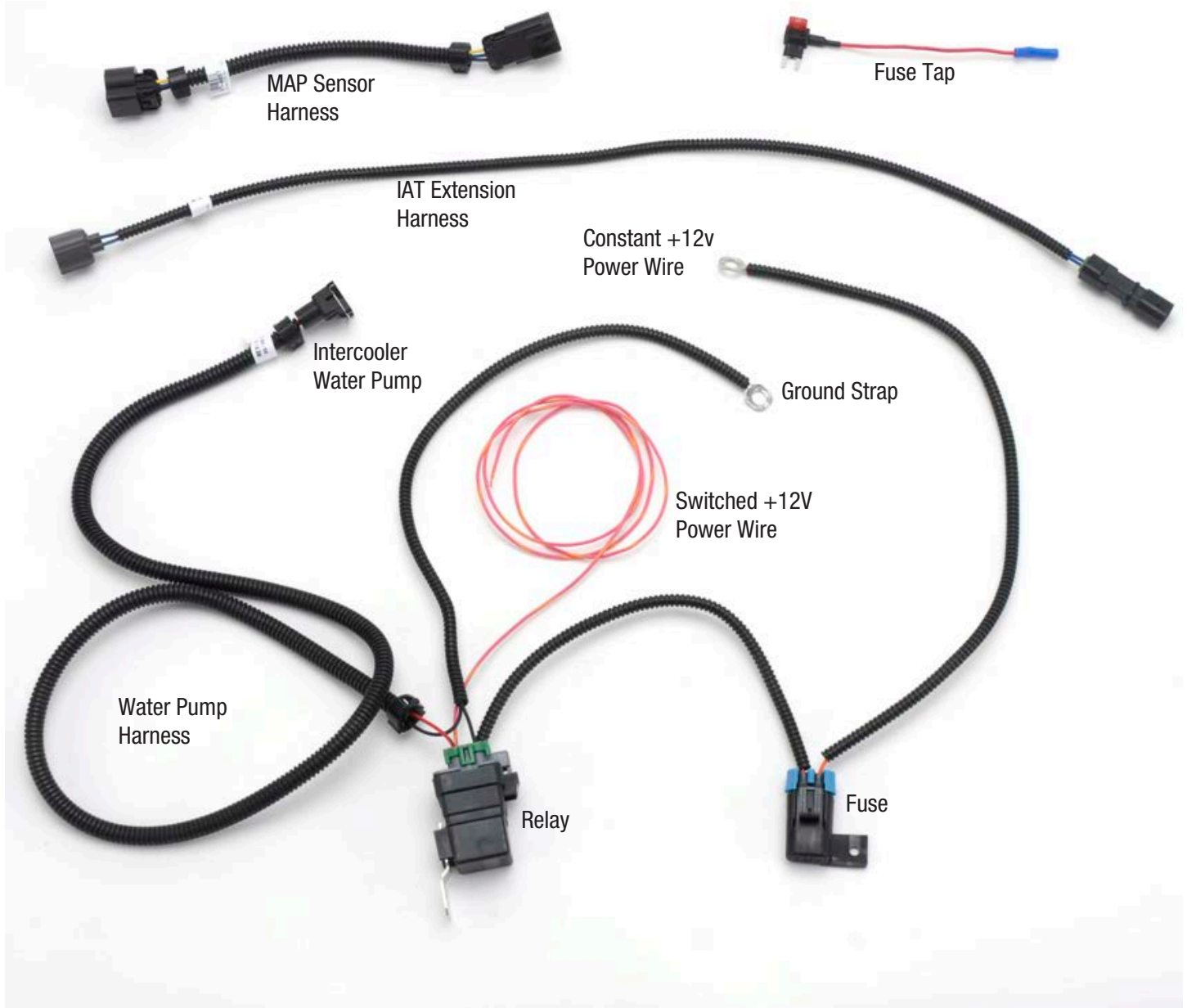
- Connect the IAT extension harness to the stock IAT connector. Route the IAT extension harness behind the manifold and connect to the IAT sensor located on the rear passenger side of the manifold.

- If using the Mopar Crate Engine Controller (77072454AC), please refer to the installation instructions included with the controller kit for installation guidelines.

START-UP: The engine should be primed with oil prior to starting. Install an oil pressure gauge to the existing oil pressure sensor. Remove the spark plugs and disconnect the engine control unit as well as the injector wires. **NOTE: Make sure ignition and fuel are not provided to the engine.** Once fuel and spark have been disabled, crank the engine using the starter for 10 seconds, checking the oil gauge for oil pressure. If no pressure is indicated, wait 30 seconds and crank again for 10 seconds. Repeat this process until oil pressure is indicated on the gauge. Reconnect the engine control unit, injector wires and reinstall spark plugs. Start the engine and listen for any uncommon sounds. If uncommon sounds are not present, run the engine at idle until it reaches operational temperatures.

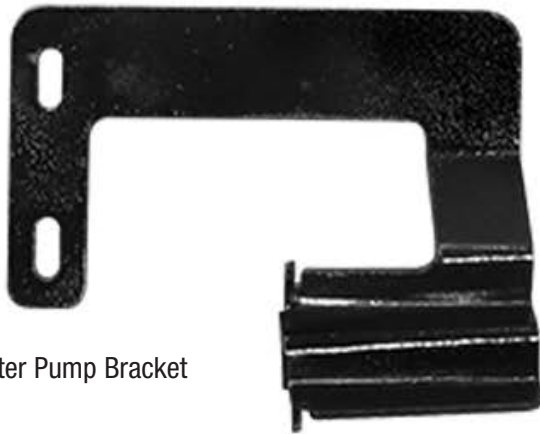
WIRE HARNESS IDENTIFICATION GUIDE

(Included with #46126 & 46127)



INTERCOOLER KIT IDENTIFICATION GUIDE

(Included with #46126 & 46127)



Water Pump Bracket



Water Pump Isolator



Surge Tank Bracket

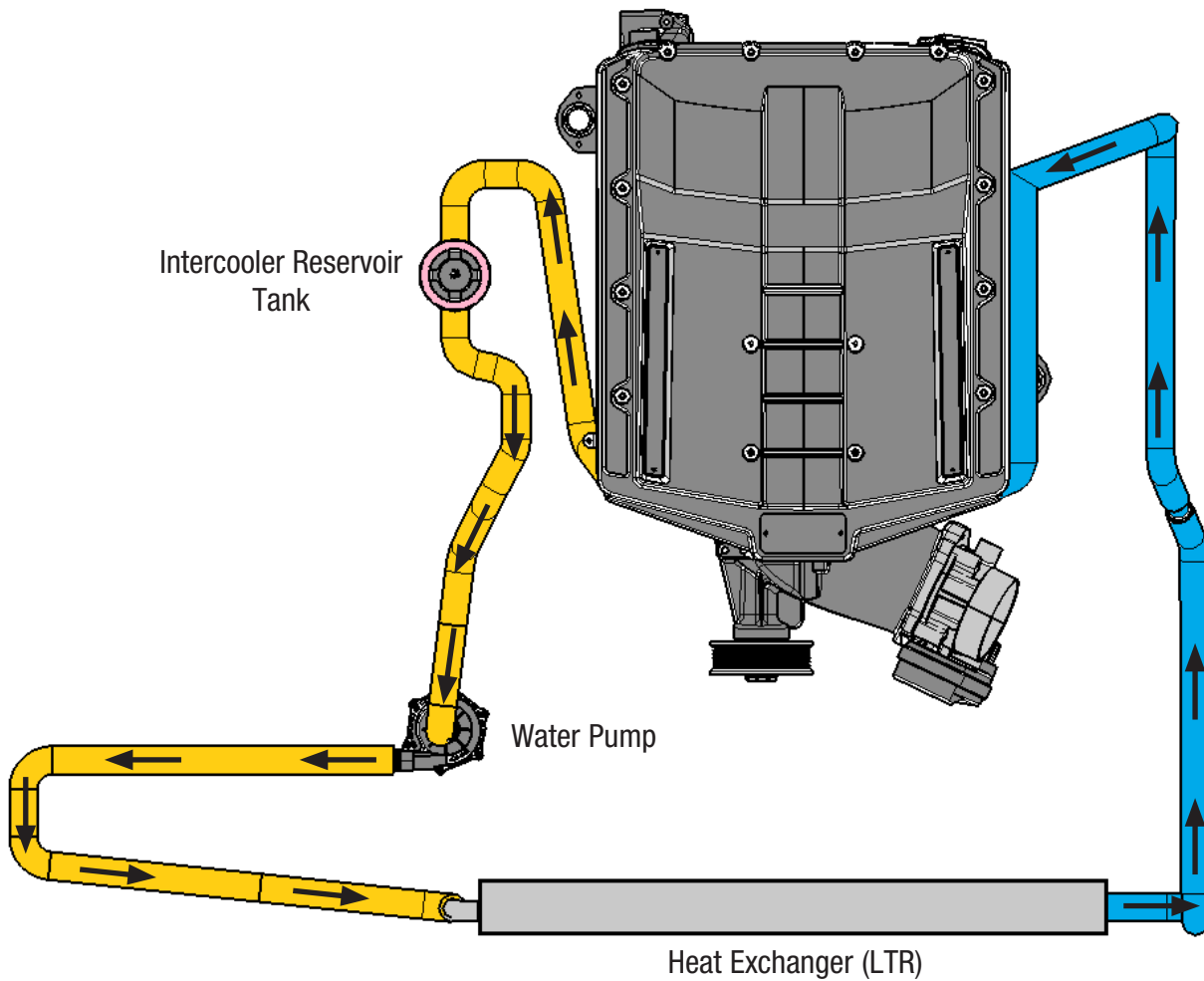


Surge Tank and Cap



Bulk 3/4" Intercooler Hose

Supercharger Intercooler Routing Diagram



Hose routing will differ from the diagram above depending on the application. Use the above diagram as a guide for bulk hose routing that is supplied with this kit.



Edelbrock LLC • 2700 California St. • Torrance, CA 90503
Tech Line: 1-800-416-8628