

Deluxe Stuff



SUMMIT RACING NOW HAS EDELBROCK TRI-POWER FOR FLATHEAD FORDS

Though modern engines surpass its performance, the legendary flathead Ford continues to be a go-to mill for vintage hot rodders. And what better way to finish a flaty build than with an Edelbrock intake manifold topped with a trio of Edelbrock Hi carburetors? Edelbrock makes the upgrade easy with its Vintage Manifold and Carburetor Kits.

To eliminate a lot of the installation and tuning hassle associated with a multi-carburetor setup, the kits include the correct throttle linkage, plus high-quality Edelbrock gaskets, carburetor studs, and all required hardware. Triple-deuce kits also benefit from Edelbrock's exclusive, progressive throttle linkage, which is based on the original design from Mac Edelbrock Sr., the father of flathead Ford tuning.

Edelbrock makes Vintage Intake Manifold and Carburetor Kits for flathead Ford, small Ford, and small Chevy applications, in two- and three-carburetor configurations. There's also a six-carburetor intake manifold kit available for the small block Chevy. Edelbrock makes fuel distribution blocks and fuel log kits that work perfectly with these manifolds, available separately.

PowerNation TV's *Engine Power* built up a bottom end using one of these kits. On the dyno, the engine made 150 horsepower and 253 lb-ft. of torque - remarkable for an engine made before Hawaii and Alaska were states.

The engine's output impressed the Detroit Muscle guys, too. They wanted to turn in something up the motor to put it in their '40 Ford project dubbed "Buwana Split."

Info: www.summitracing.com
(800) 230-3030

CPP'S NEW COMPLETE FRONT & REAR DISC/DRUM BRAKE KITS

Classic Performance Products' complete brake kit is ideal to freshen up all the brakes on a Chevelle, Camaro and Nova that already has been converted to front power disc brakes or great as an upgrade for those wanting to add power front disc brakes to a drum/drum vehicle. If you're running a Camaro/Nova clip and rear-end in your older custom, these kits are just what you need.

These CPP kits come complete with vacuum brake booster, master cylinder, proportioning valve, front rotors, loaded calipers, bearings, seals, front hoses, spindles, brackets, dust shields, rear brake shoe assemblies and rear drums. Options include choice of 9-inch or 11-inch booster, plain or drilled rotors, rubber or stainless brake hoses.

Info: www.classicperform.com;
(714) 522-2000



NEW CUSTOM AUTOSOUND SLIDEBAR RADIO

The latest to come from Custom Autosound is an original looking, direct OEM fitment radio. Over three years in development, Custom Autosound is now shipping applications for the 1964-73 Mustang, 1968-76 Corvette and 1967-72 GMC/Chevy truck. The unit appears analog until using the slide of the Slidebar to a digital display.

Radio features include 300 watts, AM/FM RDS tuner with 25 pre-sets, USB flash drive player, subwoofer line out, direct Ford charge and play, CD changer, controlling Bluetooth option, auxiliary input, seven LED color choices (white/red/blue/cyan/green/yellow/pink) w/dimmer, bass/treble/freq. control and DSP equalizer. Manufacturer's suggested retail price is \$299.

Info: www.customautosound.com;
(800) 888-8657



HOLLEY'S NEW TRI-POWER SYSTEMS FOR SMALL BLOCK CHEVY

Holley has announced its new release of Tri-Power intake manifold and carburetor systems for small block Chevy engines. This world famous Holley Tri-Power Carburetor System is legendary in Chevrolet circles. It was factory equipment under the hood of the legendary big block 1/7 and 1/89 Corvettes. Holley has brought that look and performance to the small block Chevy.

With the Tri-Power system, you can cruise around economically on the 350 CFM center carb or unleash all 1000 CFM at wide open throttle to truly have the best of both worlds.

Systems include a dual plane medium rise 3W2 Wraunt intake manifold, three Hol-