



VICTOR PRO SERIES ALUMINUM WATER PUMPS
for Chevy LS Engines
#8895
INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. 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.

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

DESCRIPTION: The Edelbrock 8895 is a two-piece insert-style water pump with a 1.80" diameter inlet for all LS engines using a standard rotation front-end accessory drive belt routing. Note that this is the opposite direction in which the stock pump spins with a serpentine belt setup. The thermostat provision has been relocated to the top of the water pump for convenient access and improved flow and also modified to accept a conventional small block Chevy thermostat. Due to these extensive modifications, compatibility with all accessories and pulleys cannot be guaranteed. This pump is primarily intended for use on race vehicles equipped with carbureted manifolds, as it will conflict with the stock fuel injected manifold, although it can be used on the street if the appropriate modifications are made to the engine. It offers weight savings along with increased durability and cooling potential.

NOTE: A -2 AN bleeder screw is installed at the top of the pump. Loosen the screw after filling the cooling system to remove any air. There are also two -6 ports on the passenger side for additional plumbing needs in addition to a 1/2" NPT port at the top of the pump for a mechanical temperature sensor.

INSTALLATION: The pump can be installed using the stock gaskets and bolts torqued to 18 ft-lbs. A conventional small block Chevy thermostat and housing will be required for installation.

CAUTION: Be sure that fan bolts don't protrude through the hub so far that they hit the water pump housing. Check closely for any interference with drive belts.

ADDITIONAL ACCESSORIES: A replacement insert for the hub, bearing and rotor assembly is also available as part #8828. This is a direct replacement for the rotor assembly included in the pump.

WARNING

Incorrect alignment or an unbalanced condition puts excessive strain on the pump's shaft and/or bearing and will result in early failure of the shaft and/or bearing. The balance of the assembly depends primarily upon the concentricity of the fan clutch and spacers with the pump shaft. Concentricity is not assured when universal type clutches or spacers are used. Universal fan clutches and spacers have a 3/4" pilot hole, so an adapter must be used when installing a water pump with a 5/8" shaft. This adapter bushing is supplied with the unit. These adapter bushings add to the machine tolerances of the assembly, so special care must be taken to maintain concentricity with the shaft and the fan clutch. Failure to do so will void warranty. **The use of aftermarket (non-OEM) fan spacers are not recommended and will void the warranty of the water pump.**



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