

5.7 HEMI CARB KIT

XV MOTORSPORTS is now offering a complete carbureted solution for the 5.7 HEMI.

Our solution has been fully engine dyno tested and optimized. Further, it has been installed in one of our vehicles to dial in driveability and responsiveness.

This is a complete, fully tuned solution that was developed to provide the simplest, easiest and most cost effective way to run a 5.7 HEMI in whatever type of vehicle you like. Until now, full EFI solutions were both complex and expensive.

Today, there are ample supplies of 5.7 HEMI motors available in wrecking yards. Until now making a swap like this was anything but straightforward or inexpensive. Also, if you wanted more than stock power output, there were virtually no solutions available to tune it, other than going to a full stand-alone ignition system, with significant costs and requiring custom tuning.



THE XV KIT OFFERS

FULLY PROGRAMMED ELECTRONICS

The ignition module is pre-programmed by XV Motorsports and includes our optimized tuning for power and driveability, dialed in for each of the three camshaft profiles. It comes with software should you want to make your own changes down the road, but you don't need a laptop or need to change anything if you don't want to.

FULLY TERMINATED HARNESS

There is no messing with, or worrying about harnesses. Hooks directly up to factory coils, map sensor, cam sensor and crank trigger.

XV CARBURETED 5.7 HEMI INTAKE MANIFOLD

XV has designed and cast our own single plane intake manifold for this application. It accepts a standard Holleysquare bore pattern and was CAD designed, rapid prototyped and dyno tested prior to going into production.

SHORT PLUG WIRES

The factory 5.7 HEMI has two plugs per cylinder, which fire across banks for emission purposes. Our solution allows firing both plugs in the same cylinder simultaneously. The short plug wires connect the coil to the secondary plug in the same cylinder to facilitate simultaneous firing.

FULLY CALIBRATED AND PROPERLY SIZED CARBURETOR

We are offering Holley vacuum secondary carburetors that are totally dialed in for each of the cam profiles offered. The carbs are correctly sized and fully calibrated with proper jets, power valve, vacuum

THE XV CABURETED HEMI KIT IS

- The most cost effective way to get a new HEMI in your ride!
- Simple and easy to install. After you plug the harness in there are only two wires to hook up!
- Fully tuned and dialed in
- Fully programmed so you don't need to mess with it – and you don't need a laptop to program it!
- Makes some serious power!
- Was built around a totally stock 5.7 HEMI
- Allows you to run classic style air cleaners and FUNCTIONAL factory hood scoops, shakers, etc. No ugly cone filters and snail shell intake manifolds.
- Comes with a fully terminated wiring harness that plugs directly into factory sensors and coil packs.
- Leaves you with the ability to make changes down the road
- Plug it in and fire it up!

DYNO TESTED POWER LEVELS

- 360 HP - Stock Camshaft
- 400 HP - Stage II Camshaft
- 420 HP - Stage III Camshaft

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secondary springs, accelerator pump cam and squirters. The carb tuning was done on the engine dyno to get peak power and then in one of our vehicles to get smooth power delivery and driveability. Don't want our fully dialed in carb? We're happy to sell you a properly sized out of the box carb if you prefer.

UPGRADED CAMSHAFT PACKAGES

With the stock cam, this package makes 360 HP. Not enough? We are offering two cam upgrades that have been fully engine dynoed. The first profile makes 400 HP and the second profile a thundering 420 HP! So with this package, cam and valves springs you can make a very real 420 HP on an otherwise bone stock motor! Electronics are pre-programmed for the cam profile you want to run and of course we have carbs calibrated for each package.

Our goal was to make this the simplest, easiest and most cost effective solution to get a 5.7 HEMI up and running in what ever you want. Best of all you can make an easy 420 HP!

XV Motorsports is committed to delivering the most complete range of solutions and components for the 5.7 and 6.1 HEMI including EVERYTHING needed to swap one into your ride. Check out what else we are offering!

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YOUR OPTIONS

11-3801 5.7 HEMI CARB STARTER KIT \$1,250

Just the essentials. No XV programming. No carb.

- XV 5.7 HEMI Intake Manifold
- Engine Controller (without XV programming). You will need a laptop to program this.
- Wiring Harness

11-3802 360 HP 5.7 HEMI CARB KIT WITHOUT CARBURETOR \$1,425

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for stock 5.7 HEMI Cam Profile
- Controller wiring harness

11-3803 360 HP 5.7 HEMI CARB KIT WITH CALIBRATED CARB \$1,875

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for stock 5.7 HEMI Cam Profile
- Controller wiring harness
- Fully Calibrated Holley Vacuum Secondary Carb

11-3804 400 HP 5.7 HEMI CARB KIT WITHOUT CARBURETOR \$2,020

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for upgraded 5.7 HEMI Cam Profile
- Controller wiring harness
- Camshaft
- Valve Springs

11-3805 400 HP 5.7 HEMI CARB KIT WITH CALIBRATED CARB \$2,470

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for upgraded 5.7 HEMI Cam Profile
- Controller wiring harness
- Camshaft
- Valve Springs
- Fully Calibrated Holley Vacuum Secondary Carb

5.7 HEMI CARB KIT



YOUR OPTIONS (CON'T)

11-3806 420 HP 5.7 HEMI CARB KIT WITHOUT CARBURETOR \$2,020

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for upgraded 5.7 HEMI Cam Profile
- Controller wiring harness
- Camshaft
- Valve Springs

11-3807 420 HP 5.7 HEMI CARB KIT WITH CALIBRATED CARB \$2,470

- XV 5.7 HEMI Intake Manifold
- Engine Controller fully programmed for upgraded 5.7 HEMI Cam Profile
- Controller wiring harness
- Camshaft
- Valve Springs
- Fully Calibrated Holley Vacuum Secondary Carb

11-3301 5.7 HEMI CARBURETED ENGINE CONTROLLER \$525

Fully programmable engine controller to run 5.7 HEMI with a carburetor. Does not include XV programming. Comes software and is programmable. Requires laptop to program.

11-3302 WIRING HARNESS FOR 5.7 HEMI CARBURETED ENGINE CONTROLLER \$227

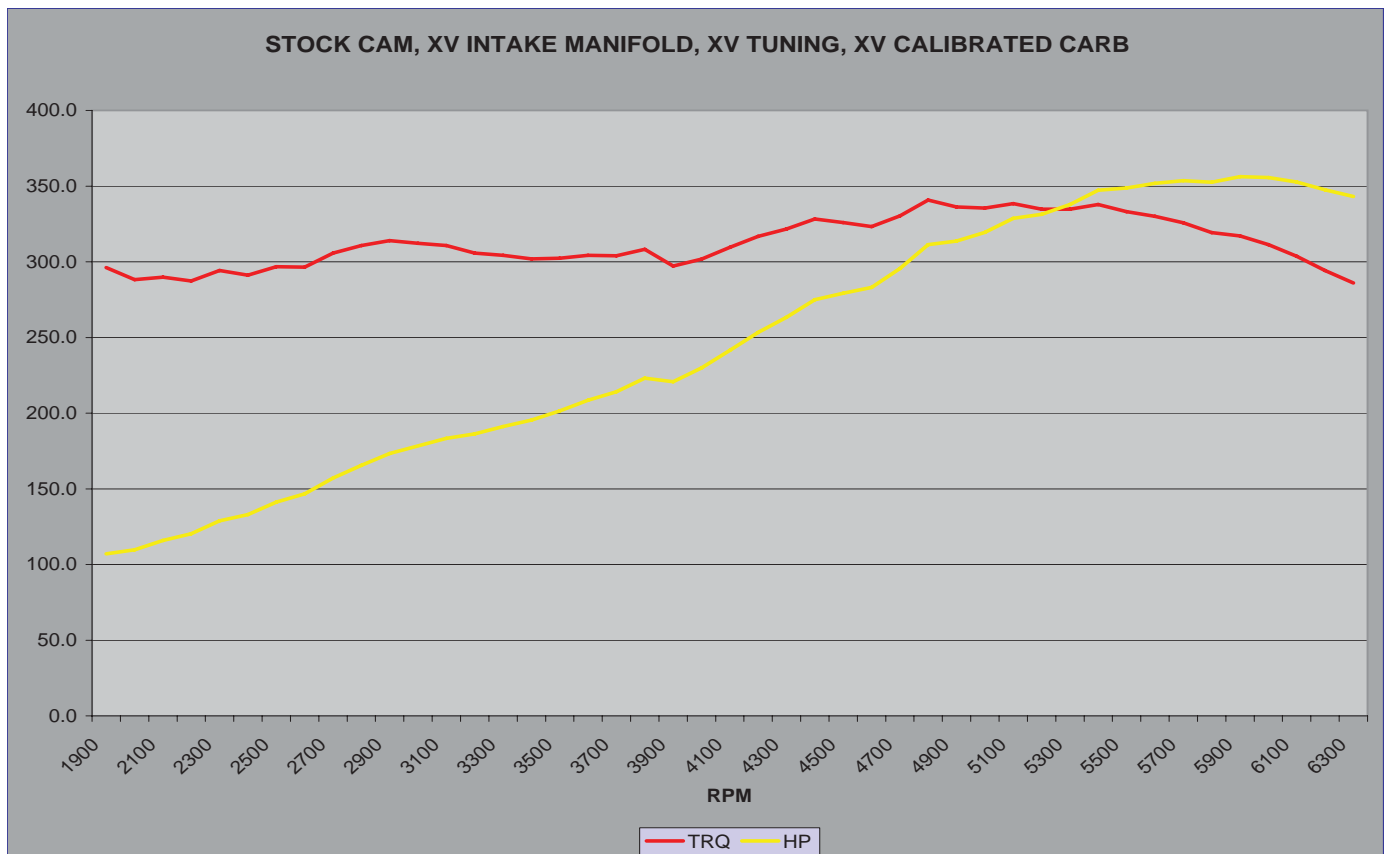
Required harness with connextors for 11-301

11-3303 5.7 HEMI PLUG WIRES \$99

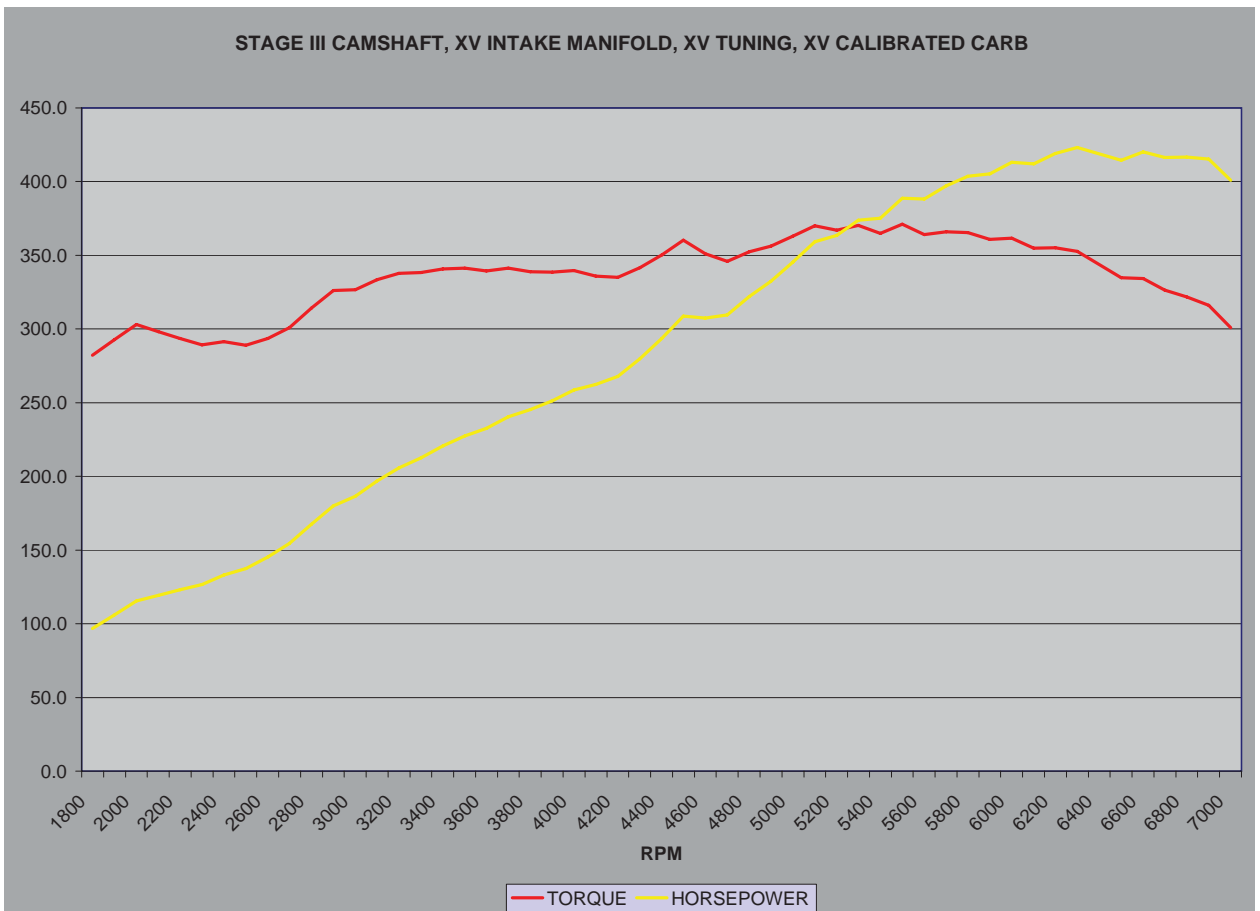
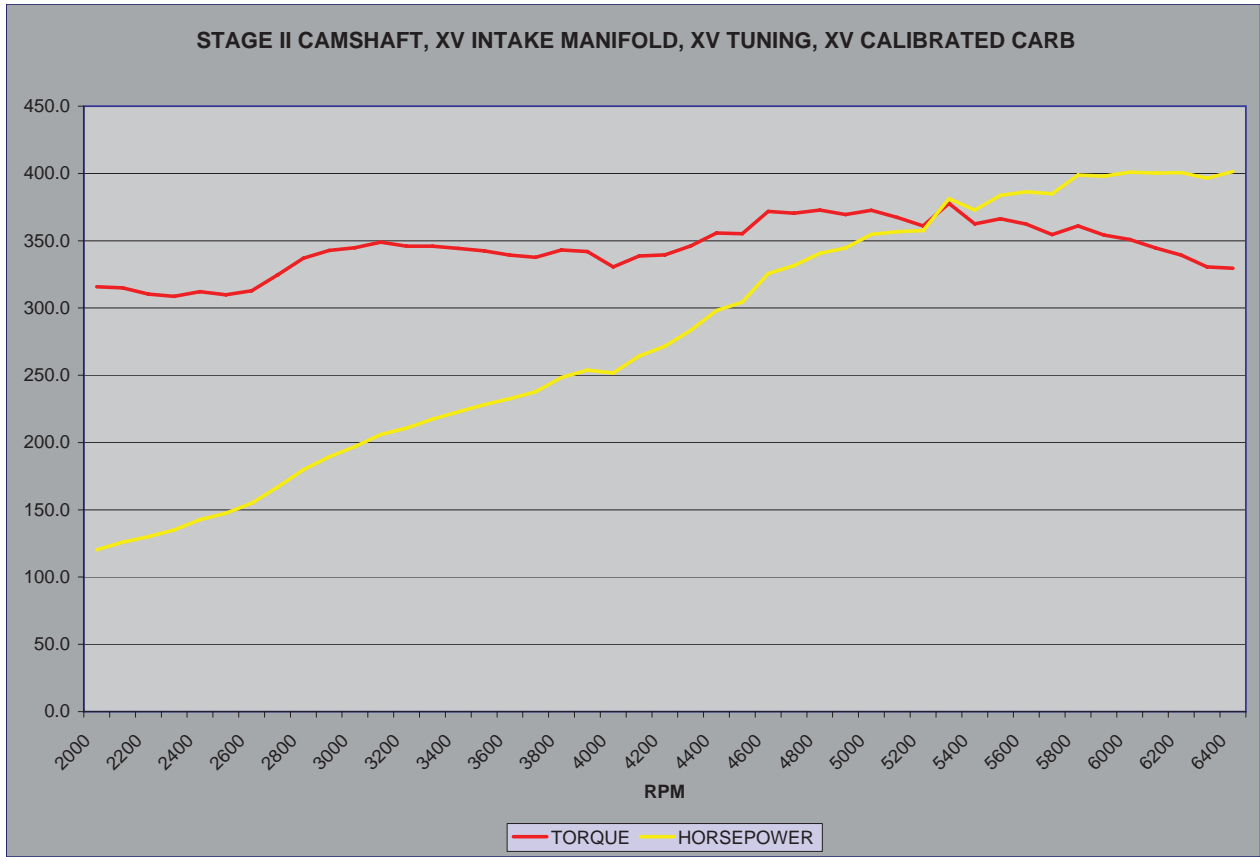
Plug Wires to fire both plugs in a cylinder simultaneously, as opposed to opposite banks. Will not work with factory ECU.

11-1205 MDS ELIMINATOR KIT \$152

If you have a 5.7 HEMI with MDS, this kit will allow you to eliminate it. Required to run one of our carb kits on an MDS motor.



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914.693.1122

PRODUCT FAQ

Q: IF I BUY YOUR KIT FOR USE WITH THE STOCK CAM AND WANT TO UPGRADE MY PROGRAM FOR ONE OF THE BIGGER CAMS LATER WILL YOU DO THAT FOR ME?

A: When you are ready, contact us to purchase the cam and valve spring package and we will re-program your controller for \$75.00. You will need to send back your controller and pay for shipping both ways.

Q: IF I BUY YOUR STARTER KIT AND FIND I CAN'T GET IT TO RUN RIGHT, CAN YOU REPROGRAM MY CONTROLLER WITH YOUR TUNING?

A: The Starter Kit does not include the XV programming. If you purchased the Starter Kit, we will program your controller for \$350 with our tuning. You will need to send back your computer and pay for shipping both ways.

Q: WHAT IS YOUR CALIBRATED CARBURETOR?

A: To make this as simple and easy as we could for customers, we've gone ahead and developed fully calibrated carburetors to match each of the power level combinations. This was done on the engine dyno and then in a test vehicle on the road for driveability. We use Holley vacuum secondary carburetors and set them up with the proper jets, power valve, vacuum secondary springs, accelerator pump cam and squirters.

If you don't want to spend your time trying to dial in your carb on your own, press the easy button and order one of our kits that includes a carb fully calibrated by XV, so you can just bolt it on and GO!

Q: I HAVE AN MDS 5.7 HEMI, WILL YOUR KIT WORK WITH IT?

A: If you have a multiple displacement system (MDS) version of the 5.7 HEMI you need to purchase our MDS eliminator kit (PN 11-1205) which comes with everything you need, including instructions to get your HEMI firing on all eight cylinders all the time.

Q: WHAT ABOUT A 6.1 HEMI?

A: We are currently working on a similar offering for the 6.1 HEMI as well. As you may be aware, we already have carbureted 6.1 HEMI intake manifolds - that was the hard part. They were done just for this reason. We've also developed our own custom camshaft grind for this to make really big power!

Q: WHAT ELSE MIGHT I NEED?

A: Some models of 5.7 HEMI engines will require our short plug wires (11-3303). You can identify this as these motors, have plug wires running across banks. It's been reported to us that later 5.7 HEMI engines have an arrangement where the plug wires are running from the coil to the second plug in the same cylinder and that you may not need these short plug wire set. We have not confirmed this ourselves, but are now offering the short plug wires separately from the kit and adjusted pricing accordingly.

We have a growing list of components to help you get up and running quick and easy. Want to run a 727 or 904 trans (or have one in your ride already), get our 727/904 Install Kit for 5.7 and 6.1 HEMI (PN 15-1102). It includes a flexplate/adaptor and kickdown linkage which will make it simple and easy to get you up and running.

The factory alternator on these motors does not have an internal voltage regulator. Since that function is handled by the factory ECU, you'll need a solution to keep the charging system working. We offer a billet one wire alternator kit to handle this, quickly and easily (PN 11-3001 or 11-3002).

We also offer car timing covers, if you don't want your alternator mounted up high, A/C eliminator kit if you don't plan on running A/C, tailored complete A/C solutions with all fully terminated lines, blocks, etc. if you do want to run A/C, engine swap oil pans, engine swap motor mounts, engine swap headers and more. Check back often as we are launching many, many more products for these platforms!